

**U.S. ARMY CORPS OF ENGINEERS
CIVIL WORKS PROGRAM**

**CONGRESSIONAL SUBMISSION
FISCAL YEAR 2003**

SOUTH ATLANTIC DIVISION

**Budgetary information will not be released
Outside the Department of the Army until
4 February 2002**

Justification of Estimates for Civil Function Activities
Department of the Army, Fiscal Year 2003
SOUTH ATLANTIC DIVISION

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Justification of Estimates for Civil Function Activities
Department of the Army, Corps of Engineers
Fiscal Year 2003

SUMMARY SOUTH ATLANTIC DIVISION

	FY 2002 <u>Allocation</u>	FY 2003 <u>Request</u>	Increase or <u>Decrease</u>
<u>General Investigations</u>			
Surveys	\$ 6,725,000	\$ 5,124,000	\$ -1,601,000
Preconstruction Engineering and Design	1,275,000	925,000	-350,000
Subtotal General Investigations	(8,000,000)	(6,049,000)	(-1,951,000)
<u>Construction, General</u>			
Construction	256,775,000	247,875,000	-8,900,000
Major Rehabilitation	38,425,000	37,034,000	-1,391,000
Dam Safety Assurance	2,500,000	5,791,000	+3,291,000
Subtotal Construction, General	(297,700,000)	(290,700,000)	(-7,000,000)
<u>Operation and Maintenance, General</u>			
Project Operation	92,024,000	95,279,000	+3,255,000
Project Maintenance	197,933,000	213,670,000	+15,737,000
Subtotal Operation and Maintenance	(289,957,000)	(308,949,000)	(+18,992,000)
GRAND TOTAL, SOUTH ATLANTIC DIVISION	\$ 595,657,000	\$605,698,000	\$ +10,041,000

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
1. SURVEYS - Continuing					
a. Navigation Studies					
Alabama					
Alabama River below Claiborne Lock & Dam Mobile District	1,917,000	890,000	189,000	300,000	538,000

The Alabama-Coosa-Tallapoosa (ACT) Rivers Basin drains an area of 22,800 square miles in Georgia and Alabama. There is an existing authorized 9 foot by 200 foot navigation channel on the Alabama River from its junction with the Mobile River 289 miles to Montgomery, Alabama, including three locks and dams. Waterway users have reported experiencing frequent problems in safely navigating the lower 72 miles of this waterway, downstream of the Claiborne Lock and Dam. The 9-foot navigation channel availability is restricted approximately 60% of time due to recurring shoaling and streambed degradation following high flow periods. In response to these reported problems, Congress authorized a reconnaissance investigation to determine if a feasibility study of an additional lock and dam located in this reach of the waterway would be in the interest of the Federal government. The reconnaissance investigation found a lack of economic justification for an additional lock and dam on the Alabama River downstream of the Claiborne Lock and Dam. However, data developed for the Apalachicola Chattahoochee & Flint River /Alabama-Coosa-Tallapoosa (ACF/ACT) Comprehensive Study indicates that the potential for economic justification for other less costly measures in this area is very high, and potential adverse environmental impacts would be minimal. Additionally, the May 1997 Initial Appraisal for Navigation Improvements on the Lower Alabama River concluded that there is a strong potential for at least one economically feasible and environmentally sensitive alternative for improving navigation, and that construction of additional training works would improve navigation while enhancing the riverine environment. Further, it recommended a feasibility study of measures to improve the reliability of the navigation channel in the Alabama River below Claiborne Lock and Dam. Since this is an inland navigation study, no cost sharing will be required for the feasibility study.

Fiscal Year 2002 funds are being used to continue the feasibility phase, including engineering, environmental, and economic investigations.

Funds requested for Fiscal Year 2003 will be used to continue feasibility phase investigations. The reconnaissance phase was completed in September 1996. The feasibility study is scheduled for completion in September 2004.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Bayou La Batre Mobile District	1,200,000	100,000	31,000	50,000	1,019,000

Bayou La Batre is located on the Mississippi Sound about 30 miles southwest of Mobile, Alabama. There is an existing project, which provides for an 18-foot by 120-foot channel from the Pascagoula Ship channel through Mississippi Sound to the mouth of Bayou La Batre, a total distance of about 20 miles. It then provides for an 18-foot by 100-foot channel to the Alabama Highway 188 bridge, a distance of about 2.5 miles. Shippers in Bayou La Batre wish to expand business into Mexico and the Caribbean region, and a shorter route to the Gulf of Mexico would enhance such opportunities. The study will determine the feasibility of an alternate, more efficient navigational access from the mouth of the Bayou to the Gulf of Mexico, thereby reducing the existing/future transportation costs of import/export commodities, including seafood and textiles. The Alabama State Docks is the potential sponsor and understands the requirements for study cost sharing. The Feasibility Cost Sharing Agreement is scheduled to be signed in July 2002.

Fiscal Year 2002 funds are being used to initiate a feasibility phase, including engineering, economic, and environmental investigations. The preliminary estimated cost of the feasibility phase is \$1,060,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$ 2,300,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,100,000
Feasibility Phase (Non-Federal)	1,100,000

The reconnaissance phase is scheduled for completion in July 2002. The feasibility study is scheduled to be completed in September 2003.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Dog River Mobile District	1,651,000	1,106,000	157,000	150,000	238,000

The study area, located in Mobile County, Alabama, is a tidally influenced stream approximately 8 miles in length that discharges into the western side of Mobile Bay, south of the City of Mobile. There is an existing authority for the Corps of Engineers to maintain the Dog River navigation project from Mobile Harbor Ship Channel to 2,600 feet west of the Alabama Highway 163 Bridge. The river has severe siltation west of that point, is not navigable during low tide and the ecosystem is in decline. Another project, the Dog River Pilot project, was authorized in Section 518, WRDA 99 and in the FY 2001 Supplemental Appropriations Act. Construction of this project is scheduled to be completed in April 2002. The objective of this current study is to improve environmental conditions by restoring natural depths to a historical depth of 6 feet over an area 40 feet wide beginning near the mouth of Alligator Bayou and extending about 20,000 feet upstream to just below Robinson Bayou, and restoring natural depths to a historical depth of 7 feet over an area 40 feet wide for 2,000 feet upstream on Rabbit Creek, for 1,600 feet upstream on Halls Mill Creek, and for 1,100 feet upstream on Moore Creek. There is an urgent need to identify additional navigation and environmental problems and potential solutions for the remaining portion of the river. Numerous streams drain into Dog River with varying degrees of sedimentation transfer due to differing land use patterns. The reconnaissance study investigated potential alternatives that would improve navigation, water quality and provide environmental restoration. The feasibility study will include engineering, economic, and environmental investigations to address flood and recreational navigation problems and identify and evaluate potential alternatives to improve these conditions. The City of Mobile is the sponsor and understands the requirements for study cost sharing. The Feasibility Cost Sharing Agreement was signed in May 1999.

Fiscal Year 2002 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2003 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$2,762,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study costs sharing is as follows:

Total Estimated Study Cost	\$3,032,000
Reconnaissance Phase (Federal)	270,000
Feasibility Phase (Federal)	1,381,000
Feasibility Phase (Non-Federal)	1,381,000

The reconnaissance phase was completed in May 1999. The feasibility study is scheduled for completion in December 2005.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Florida					
Lake Worth Inlet Jacksonville District	600,000	146,000	84,000	126,000	244,000

Lake Worth Inlet is located in Palm Beach County on the lower east coast of Florida. The existing Federal project includes an entrance channel 400 feet wide and 35 feet deep leading to an interior channel 300 feet wide and 33 feet deep. The turning basin is 1,400 by 1,210 feet and 33 feet deep. A northern extension to the turning basin is maintained at 25 feet. According to 1999 tonnage report, freight tonnage increased by approximately 8percent above previous years. Total vessel port calls grew by 7.2 percent. Some of the larger vessels are having difficulty negotiating the interior channel. Tug boat assistance is increasing. The study effort will focus on deepening and widening the existing Federal project at Lake Worth Inlet. The inlet and turning basin serve Palm Beach Harbor. The last deepening to the entrance channel and turning basin was completed in 1967. A study by the U.S. Coast Guard in 1997 recommended widening the interior channel to 400 feet. Federal assistance was then requested through a House Resolution dated in 1998. The Port of Palm Beach is the non-Federal sponsor and understands the requirements for study cost sharing and continues to express strong support for project improvements. The study was authorized by Resolution adopted March 11, 1998, by the Committee on Transportation and Infrastructure of the United States House of Representatives.

FY 2002 funds are being used to continue into the feasibility phase. FY 2003 funds will be used to continue the feasibility phase. The preliminary estimated cost of the feasibility phase is \$1,000,000, which is to be cost shared on a 50-50 percent basis Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated by Study Cost	\$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The reconnaissance phase was completed in July 2001. The feasibility phase is scheduled for completion in October 2005.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
b. Flood Damage Prevention Studies					
Alabama					
Baldwin County Watersheds	750,000	154,000	31,000	100,000	465,000
Mobile District					

Baldwin County is located in southwestern Alabama, about 20 miles east of Mobile, Alabama. The Baldwin County Commission has requested that the Corps of Engineers conduct six separate studies within the county at Fish River, Magnolia Springs, Lake Forest, Styx River, Wolf Creek, and Bon Secour River. Baldwin County has a long history of severe water resources problems. Major flood events occurred in July 1997 as a result of Hurricane Danny and September 1998 as a result of Hurricane Georges. Recent flooding has caused extensive damages to residential and business areas. There is an urgent need to examine flooding and environmental problems in Foley along Wolf Creek, in Foley along Bon Secour River, in Daphne at Lake Forest, and along the headwaters of Styx River. The study will include investigation of alternatives to restore the ecosystem, improve water quality, and reduce erosion and flooding. Fish River Watershed and Magnolia Springs have been studied, but the sponsor is not interested in continuing into the feasibility phase on those portions of the study. The Baldwin County Commission and the Cities of Foley and Daphne are the potential non-Federal sponsors for the remaining watersheds and understand the requirements for cost sharing. The Feasibility Cost Sharing Agreements for Wolf Creek and Bon Secour River are scheduled to be signed in February 2002. Feasibility Cost Sharing Agreements for Lake Forest and Styx River are scheduled to be signed in September 2002.

Fiscal Year 2002 funds are being used to initiate the feasibility phase. The preliminary estimated cost of the feasibility phase for Wolf Creek and Bon Secour River is \$1,300,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$1,400,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	650,000
Feasibility Phase (Non-Federal)	650,000

The reconnaissance phase for Wolf Creek and Bon Secour is scheduled for completion in February 2002. The reconnaissance phase for Lake Forest and Styx River is scheduled for completion in September 2002. The feasibility study is scheduled for completion in September 2011.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Brewton and East Brewton Mobile District	787,000	121,000	31,000	150,000	485,000

The study area is in Escambia County in the south central part of the state of Alabama. It is a part of the Escambia-Conecuh River Basin. Because of rapid growth in the area, considerable development has occurred. This commercial, industrial, and residential expansion in and adjacent to the flood plains in the Brewton and East Brewton area has resulted in recent widespread flood problems. The March 1998 flood and the September 1998 Hurricane Georges flood resulted in extensive loss of property including water lines, roads and bridges, wastewater systems, residences and automobiles. The March 1998 flood resulted in approximately \$13,000,000 in losses. Recent discussions with the City of Brewton and Escambia County officials indicate an urgent need to conduct a study of the area, focusing on identifying flood damage problems. The study will include investigations of structural and non-structural alternatives to reduce flooding along Burnt Corn and Murder Creeks. The City of Brewton has indicated their intent to cost share in the feasibility study. They are familiar with cost sharing requirements. The Feasibility Cost Sharing Agreement is scheduled to be executed in March 2002.

Fiscal Year 2002 funds are being used to initiate the feasibility phase of the study. The funds requested for Fiscal Year 2003 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$1,350,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$1,462,000
Reconnaissance Phase (Federal)	112,000
Feasibility Phase (Federal)	675,000
Feasibility Phase (Non-Federal)	675,000

The reconnaissance phase is scheduled for completion in March 2002. The feasibility study is scheduled for completion in September 2010.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Florida					
Hillsborough River Basin Jacksonville District	1,478,000	185,000	236,000	280,000	777,000

The Hillsborough River has its headwaters in the Green Swamp and drains approximately 690 square miles. The river flows in a southwesterly direction through Temple Terrace, Sulphur Springs and the center of downtown Tampa into Tampa Bay. The counties within Hillsborough River Basin are Hernando County, Pasco County, and Hillsborough County. According to the U.S. Census Bureau, the population increase from 1985 to 1997 within the river basin was 26 percent. Continued residential development in the Tampa area has led to increasing demands for better flood control as a growing concern over environmental protection and restoration. Development pressures have significantly changed the physical, biological, demographic, and economic conditions in the area. The reconnaissance study has determine the need for comprehensive watershed planning to address flood control, environmental restoration and protection, aquifer storage and retrieval, and other water resource related problems. The Southwest Florida Water Management District (SWFWMD) is the potential non-Federal sponsor and understands the requirements for study cost sharing. The study was authorized by Resolution adopted March 11, 1998, by the Committee on Transportation and Infrastructure of the United States House of Representatives.

FY 2002 funds are being used to continue the feasibility phase. FY 2003 funds will be used to continue feasibility phase. The preliminary estimated cost of the feasibility phase is \$2,686,000, which is to be cost shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,821,000
Reconnaissance Phase (Federal)	135,000
Feasibility Phase (Federal)	1,343,000
Feasibility Phase (Non-Federal)	1,343,000

The reconnaissance phase was completed in April 2001. The feasibility phase is scheduled for completion in March 2005.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Withlacoochee River Basin, Florida Jacksonville District	1,600,000	185,000	189,000	271,000	955,000

The Withlacoochee River has its headwaters in the Green Swamp and drains approximately 2,000 square miles within a corridor 30 miles wide and 90 miles long. It flows in a northwesterly direction for some 157 miles to the Gulf of Mexico at Yankeetown. The counties within the Withlacoochee River Basin are Citrus County, Hernando County, Lake County, Levy County, Marion County, Pasco County, Polk County, and Sumter County. According the U.S. Census Bureau, the population increase from 1985 to 1997 within the river basin was 39 percent. The headwaters of the basin are largely undeveloped, an asset unique to the region. Downstream of the headwaters region, the river flows through a rapidly growing population area near Inverness, located in central Florida. Continued residential development in this area has led to increasing public demands for better flood control and water supply, as well as growing concern over environmental protection and restoration. Since 1990 public interests in the watershed management has grown rapidly. The reconnaissance study has determine the need for comprehensive watershed planning to address flood control, environmental restoration and protection, aquifer storage and retrieval, and other water resource related problems. The Southwest Florida Water Management District (SWFWMD) is the potential Non-Federal sponsor and understands the requirements for study cost sharing. The study was authorized by Resolution adopted March 11, 1998, by the Committee on Transportation and Infrastructure of the United States House of Representatives.

FY 2002 funds are being used to continue the feasibility phase. FY 2003 funds will be used to continue feasibility phase. The preliminary estimated cost of the feasibility phase is \$2,930,000, which is to be cost shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,065,000
Reconnaissance Phase (Federal)	135,000
Feasibility Phase (Federal)	1,465,000
Feasibility Phase (Non-Federal)	1,465,000

The reconnaissance phase was completed in April 2001. The feasibility phase is scheduled for completion in March 2005.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Georgia					
Augusta Savannah District	1,700,000	766,000	159,000	230,000	545,000

The study area is Richmond County and areas contiguous to it. Richmond County is located in the northeastern part of the state of Georgia and comprises an area of approximately 326 square miles. It is located on the West Side of the Savannah River and is part of the Savannah River Basin that comprises about 11,000 square miles. The economy of the study area is highly diversified, including industry, agriculture, and maritime. It is the trade center for 13 counties in Georgia and 5 counties in South Carolina. Because of the rapid growth of the unincorporated areas, considerable development has occurred in the flood plains of the streams in the study area. This commercial, industrial, and residential expansion in and adjacent to the flood plains in the Richmond County area has resulted in recent widespread flood problems occurring in many parts of the county. The 12 October 1990 flood resulted in the loss of four lives and thousands of people were left homeless. Damage estimates, including damages to water lines, roads and bridges, wastewater systems, a hospital, the Augusta National Golf Course, residences and automobiles, exceeded \$47 million. The reconnaissance study conducted in Fiscal Years 1998 and 1999, was focused on flooding of public property and residential areas. It included reviews of previous assessments, development of a preliminary array of alternatives and conducting economic, engineering and environmental analyses to determine which areas warrant further study. The study identified several flood control alternatives that are concentrated in four water basins in Richmond County. These alternatives have been identified with Rae's Creek, Rocky Creek, Phinizy Swamp Basin (and associated drainages), and the Augusta Canal. The Feasibility Cost Sharing Agreement with the local sponsor, Augusta - Richmond County, was executed in November 1999.

Fiscal Year 2002 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2003 will be used to continue the feasibility phase. The estimated cost of the feasibility phase is \$3,200,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,300,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,600,000
Feasibility Phase (Non-Federal)	1,600,000

The reconnaissance phase was completed in November 1999. The feasibility study is scheduled for completion in March 2005.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
North Carolina					
Neuse River Basin Wilmington District	1,125,000	125,000	63,000	100,000	837,000

The study area is located in the eastern part of North Carolina. The Neuse River basin amounts to about 11 percent of the entire State of North Carolina and consists of all or portions of 16 counties. The basin is roughly oblong in shape, approximately 180 miles long, with a maximum width of about 46 miles. The Neuse River is formed by the confluence of the Eno and Flat Rivers, about 8 miles north of the City of Durham, and has a drainage area of approximately 5,710 square miles. The basin is primarily an agricultural region, but contains many small towns and several cities, which are important commercial centers. Considerable flooding occurred during and after Hurricane Fran below Smithfield where the floodplain is broad and flat. The City of Kinston suffered the most flooding damages. Estimated flood damages from Hurricane Fran below Falls Lake amounted to \$17,300,000 at September 1996 price levels and October 1993 levels of development. The estimated damages would have been \$275,700,000 without Falls Lake in operation. This entire area suffered significant damages as a result of Hurricane Floyd in 1999. Total flood damages were in excess of \$297,000,000. There have also been considerable water quality problems due to high levels of nutrients, particularly nitrogen. This has resulted in severe impacts to fisheries. The Feasibility study will include a comprehensive plan to address measures to improve flood control, ecosystem improvements, environmental protection and restoration and related purposes. Collection of baseline data and problem identification will continue in Fiscal Year 2003.

The potential sponsor is the State of North Carolina and they understand the cost share requirements of the feasibility study. The Feasibility Cost Sharing Agreement is scheduled to be signed in February 2002.

Fiscal Year 2002 funds are being used to initiate the feasibility phase of the study. Fiscal Year 2003 funds will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,125,000
Reconnaissance Phase (Federal)	125,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase is scheduled for completion in February 2002. The feasibility study is scheduled for completion in September 2010.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
South Carolina					
Waccamaw River Charleston District	600,000	80,000	20,000	25,000	475,000

The Waccamaw River spans the coastal plain region of North Carolina and South Carolina and has a drainage area of approximately 1,530 square miles. Flooding has occurred throughout the basin resulting in the construction of ten Army Corps of Engineers small flood control projects over the past 40 years. The most recent flooding occurred as a result of Hurricanes Floyd and Irene in the Fall of 1999 when the Waccamaw crested at 6.2 feet over flood stage. Approximately 1,200 homes were affected by the flooding with approximately 850 incurring structural damage. Septic systems and wells were flooded and many of the roads throughout Horry County were impassable. Raw sewage from flooded septic tanks contaminated the Waccamaw River and adjoining tributaries, causing serious health threats to the populace. Annual flood damages are estimated at \$800,000. As development progresses in the eastern portion of the basin, flood problems will intensify near the cities of Conway, Myrtle Beach, and North Myrtle Beach, the primary growth areas. Continued growth and flooding in the area warrant investigation and resolution of the flood problems as quickly as possible. The reconnaissance study will identify water resource problems, identify Federal interests within the basin with particular attention on opportunities for flood damage reduction, and opportunities to restore fish and wildlife habitat. The State of South Carolina is the potential cost-sharing partner and understands the cost-sharing requirements of the feasibility phase. A feasibility cost sharing agreement is scheduled to be signed in September 2002.

Fiscal Year 2002 funds are being used to fully fund the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, the funds requested for Fiscal Year 2003 will be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	\$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The reconnaissance phase is scheduled for completion in October 2002. The feasibility study is scheduled for completion in October 2005.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Virginia					
John H. Kerr Dam and Reservoir, VA and NC Wilmington District	1,650,000	86,000	252,000	300,000	1,012,000

John H. Kerr Dam and Reservoir is located in the Roanoke River Basin, which extends into north-central North Carolina and south-central Virginia. The project was completed in 1952 and provides hydropower, flood control, water supply, and recreation. Two downstream non-Federal hydropower reservoirs, Gaston and Roanoke Rapids, operated by the Dominion Power Company have minimal active storage for daily hydropower peaking. The Kerr, Gaston and Roanoke Rapids projects operate cooperatively generating power, controlling flooding, and ensuring adequate downstream flows. The lower Roanoke River basin is one of the finest remaining swamp forest ecosystems within the eastern United States. These bottomland hardwood forests, wetlands, uplands, and streams provide a high quality habitat for fish and wildlife, including waterfowl. Federal and State agencies have expressed concern that there is a probable correlation between fish kills and low dissolved oxygen in the lower Roanoke River basin and the operation of Kerr Reservoir. Resource concerns for the Lower Roanoke center on the need for restoration and enhancement of extensive swamp and flood plain forests and fisheries through improvements to the hydrologic regime. The States of North Carolina and Virginia would be the potential sponsors and they understand the cost share requirements on the feasibility study. The reconnaissance report was approved in May 2001. A Feasibility Cost Sharing Agreement (FCSA) is scheduled to be signed in July 2002.

Fiscal Year 2002 funds are being used to complete the reconnaissance phase and initiate the feasibility phase of the study. Fiscal year 2003 funds will be used to continue the feasibility phase including assessing information resulting from the FERC relicensing of Gaston and Roanoke Rapids Lakes, additional data collection for environmental issues, reservoir operations, and economic analysis. The preliminary estimated cost of the feasibility phase is \$3,000,000 which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,150,000
Reconnaissance Phase (Federal)	150,000
Feasibility Phase (Federal)	1,500,000
Feasibility Phase (Non-Federal)	1,500,000

The reconnaissance phase is scheduled for completion in July 2002. The feasibility study is scheduled for completion in October 2007.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
c. Shoreline Protection Studies					
Alabama					
Baldwin County Shore Protection Mobile District	1,100,000	86,000	63,000	100,000	851,000

The study area is located on the coast of the Gulf of Mexico in Baldwin County in the southwestern part of Alabama. Baldwin County Beaches extends from Perdido Key at the Alabama-Florida State line to Fort Morgan, a distance of about 30 miles. The area has a high degree of development and has experienced beach erosion and storm damage over the last 25 to 30 years. In September 1998, Hurricane Georges caused \$64 million worth of damage in Baldwin County, with 10,128 structures requiring evacuation and/or suffering damages. A restored beach would provide hurricane damage protection for residential and commercial buildings, roads, and drainage structures, as well as additional public use. The study will be conducted for the purpose of investigating the severe erosion problems to determine if feasible solutions can be formulated to reduce shoreline erosion and storm induced damages. Baldwin County and the Cities of Gulf Shores and Orange Beach, Alabama are potential sponsors and they understand the cost-share requirements of the feasibility phase. Feasibility Cost Sharing Agreement is scheduled to be signed in February 2002.

Fiscal Year 2002 funds are being used to initiate the feasibility phase of the study. Funds requested for FY 2003 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase is scheduled for completion in February 2002. The feasibility study is scheduled for completion in September 2009.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
North Carolina					
Bogue Banks Wilmington District	1,729,000	387,000	252,000	300,000	790,000

The study area is located between Beaufort Inlet to the east and Bogue Inlet to the west. The barrier island is approximately 24 miles in length with the Atlantic Ocean to the south and Bogue Sound to the north. From east to west the communities of Atlantic Beach, Pine Knoll Shores, Salter Path, Indian Beach, and Emerald Isle are located on Bogue Banks. Fort Macon State Park is located at the east end adjacent to Beaufort Inlet and the Theodore Roosevelt Natural Area at the west end is located adjacent to Pine Knoll Shores. The communities are rapidly growing and visitation to Bogue Banks is high due to the unique character of the island and the presence of one of the last remaining maritime forests on a barrier island in North Carolina. Several of the communities including Emerald Isle, which covers the western third of the island, are concerned about erosion along their shorelines. This erosion is threatening the primary dune system and the structures which are located along the ocean shoreline. Local interests desire a shore protection project consisting of beach renourishment to provide protection to the upland structures. Recent storms including Hurricanes Fran and Bertha during the summer of 1996 have caused considerable erosion to the natural protective dune system and severe damage to upland structures due to storm surge and wave action. Carteret County is the sponsor and understands the cost share requirements on the feasibility study. A Feasibility Cost Sharing Agreement was signed 8 February 2001.

Fiscal Year 2002 funds are being used to continue the feasibility phase of the study. Fiscal Year 2003 funds will be used to continue the feasibility phase of the study including completing coastal and economic studies and preparing a draft feasibility report and EIS. The preliminary estimated cost of the feasibility phase is \$3,270,000 which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,364,000
Reconnaissance Phase (Federal)	94,000
Feasibility Phase (Federal)	1,635,000
Feasibility Phase (Non-Federal)	1,635,000

The reconnaissance phase was completed in February 2001. The feasibility study is scheduled for completion in July 2006.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Dare County Beaches (Hatteras & Ocracoke Islands) Wilmington District	3,000,000	25,000	378,000	150,000	2,447,000

The study area is approximately 80 miles long and covers the southern limits of Dare County from Oregon Inlet to Hatteras Inlet (Pea Island and Hatteras Island) and the northern limits of Hyde County from Hatteras Inlet to Ocracoke Inlet (Ocracoke Island). The area is primarily part of the Cape Hatteras National Seashore; however, there are a number of small resort towns located in the area including: Rodanthe; Waves; Salvo; Avon; Buxton; Frisco; Hatteras; and Ocracoke Village. Development consists of residences, lodging, and businesses engaged in sales and services to satisfy the needs of tourists and year-round residents. In recent years the area has experienced considerable erosion and damages to the NC12 transportation system as a result of storms. Local interests would like protection for the NC12 transportation system to reduce damages from storms and prevent long-term erosion impacts. The State of North Carolina would be the potential sponsor and understands the cost share requirements on the feasibility study. NC12 is the only transportation corridor for hurricane evacuation. The Sponsor has already invested \$1,500,000 to identify sand sources. A partnership has been formed for the protection of NC12 and includes NCDOT, NPS, F&WL Service, NMFS, Corps, Dare County, and Hyde County. A Feasibility Cost Sharing Agreement is scheduled to be signed in April 2002.

Fiscal Year 2002 funds are being used to initiate the feasibility phase of the study. Fiscal Year 2003 funds will be used to continue the feasibility phase of the study. Work to be performed in Fiscal Year 2003 includes continuing the economic and coastal analysis and geotechnical engineering requirements. The preliminary estimated cost of the feasibility phase is \$6,000,000 which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$6,000,000
Reconnaissance Phase (Federal)	0
Feasibility Phase (Federal)	3,000,000
Feasibility Phase (Non-Federal)	3,000,000

The reconnaissance phase is scheduled for completion in April 2002 as part of the Dare County Beaches, NC (Bodie Island) study. The feasibility study is scheduled for completion in September 2009.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Surf City and North Topsail Beach Wilmington District	1,600,000	150,000	189,000	173,000	1,088,000

The towns of Surf City and North Topsail Beach are located on Topsail Island. Topsail Island is a barrier island located about 25 miles northeast of Wilmington, NC. It is between New Topsail Inlet and New River Inlet. From north to south the communities of North Topsail Beach, Surf City and Topsail Beach are located on Topsail Island. As a result of Hurricane Fran in 1996, the damage to publicly owned properties exceeded \$5,000,000 and the total losses paid to privately owned property by FEMA was about \$32,000,000. In 1996 Hurricanes Bertha and Fran produced an erosion of at least 25 feet of shoreline leaving 66 percent of the Surf City and North Topsail Beach shoreline without its natural vegetation. This erosion, along with recent hurricanes has either severely damaged or destroyed the primary dune system and the structures along the ocean shoreline leaving the towns vulnerable to damage from future storm events. Topsail Island, of which Surf City and North Topsail Beach are a major part, is an established rookery for the Loggerhead Turtle. The town of Surf City has established a beach renourishment committee that has been meeting with property owners. They have determined that property owners are willing to support a shore protection study and project, if feasible. Both communities would be the potential sponsors and they understand the cost share requirements on the feasibility study. The Reconnaissance Phase will determine whether a Federal interest exists to address hurricane and storm damages along shoreline; prepare initial feasibility scope and cost; and execute a feasibility cost sharing agreement. A feasibility cost sharing agreement is scheduled to be signed in January 2002.

Fiscal Year 2002 funds are being used to initiate the feasibility phase. Fiscal Year 2003 funds will be used to continue the feasibility phase including initiating geotechnical investigations, real estate coordination and continuing coastal, economic and environmental studies. The preliminary cost of the feasibility phase is \$3,000,000, which is to be cost shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the cost sharing is as follows:

Total Estimated Study Cost	\$3,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,500,000
Feasibility Phase (Non-Federal)	1,500,000

The reconnaissance phase is scheduled for completion in January 2002. The feasibility phase completion is scheduled for completion in September 2010.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
d. Special Studies					
Alabama					
Cahaba River Watershed	1,410,000	267,000	101,000	50,000	992,000
Mobile District					

The study area encompasses the Cahaba River Watershed in Jefferson and Shelby Counties in Northern Alabama. The watershed has a total drainage area of 270 square miles. The June 1999 flooding caused damages to businesses and homes in several Jefferson County municipalities, especially Birmingham, Irondale, and Mountain Brook. Mountain Brook had six inches and Irondale had 4.5 inches of rain within 1.5 hours. There is an urgent need to address the flooding associated with storm water runoff, and to identify flood damage reduction needs. The Section 905(b) Analysis concluded that there is adequate justification to proceed to the feasibility phase. Reconnaissance phase efforts are underway to identify willing non-Federal sponsors and to develop a Project Management Plan and Feasibility Cost Sharing Agreement. The feasibility study will include engineering, economic, and environmental investigations to address flooding associated with storm water runoff and to identify flood damage reduction needs. Jefferson County Emergency Management Agency is the potential non-Federal sponsor and they understand the requirements for study cost sharing. The Feasibility Cost Sharing Agreement is scheduled to be signed in December 2002.

Fiscal Year 2002 funds are being used to complete the reconnaissance phase of the study. Funds requested for Fiscal Year 2003 will be used to initiate the feasibility phase. The preliminary estimated cost of the feasibility phase is \$2,200,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study costs sharing is as follows:

Total Estimated Study Cost	\$2,510,000
Reconnaissance Phase (Federal)	310,000
Feasibility Phase (Federal)	1,100,000
Feasibility Phase (Non-Federal)	1,100,000

The reconnaissance phase is scheduled for completion in December 2002. The feasibility study is scheduled for completion in September 2010.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Alabama					
Tuscaloosa County Water Reservoir Study Mobile District	600,000	0	100,000	50,000	450,000

The study is located in east Tuscaloosa County in west central Alabama around the Black Warrior River. Alabama is in the process of building a loop to link two major highways that feed into the City of Tuscaloosa. The loop is expected to encourage more development in the eastern part of the county, in turn necessitating the creation of a water reservoir. The reconnaissance study is performing a water resources assessment of the area to identify ground and surface water resources. The feasibility study will be conducted to develop a comprehensive plan for the development, conservation, disposal, and utilization of water and related land resources, for flood damage reduction and allied purposes, including the determination of the need for a reservoir to satisfy municipal and industrial water supply needs. Tuscaloosa County is the potential sponsor and understands the cost-share requirements of the feasibility phase. Feasibility Cost Sharing Agreement is scheduled to be signed in February 2003.

Fiscal Year 2002 funds are being used to fully fund the reconnaissance phase of the study. Funds requested for Fiscal Year 2003 will be used to initiate the feasibility phase. The preliminary estimated cost of the feasibility phase is \$1,000,000, which is to be cost-shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing follows:

Total Estimated Study Cost	\$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The reconnaissance phase is scheduled for completion in February 2003. The feasibility study is scheduled for completion in September 2010.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Village Creek, Jefferson County (Birmingham Watershed) Mobile District	1,463,000	665,000	157,000	250,000	391,000

The study area encompasses the watersheds in metropolitan Birmingham, Alabama that are located in the Black Warrior River Basin, including Village Creek and Valley Creek, in Jefferson County in northern Alabama. Due to recent flooding, there is an urgent need to examine the area for flood damage prevention. Floods in October 1995, January 1996, and March 1996 damaged over 1,000 residential and commercial properties in the Village Creek watershed with damages estimated to be about \$5,000,000. The feasibility study will include engineering, economic, and environmental investigations to identify potential alternatives that would alleviate flood damages. The City of Birmingham is the local sponsor and understands the requirements for study cost sharing. Feasibility Cost Sharing Agreement was signed in March 1999.

Fiscal Year 2002 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2003 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$2,686,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,806,000
Reconnaissance Phase (Federal)	120,000
Feasibility Phase (Federal)	1,343,000
Feasibility Phase (Non-Federal)	1,343,000

The reconnaissance phase was completed in March 1999. The feasibility study is scheduled for completion in September 2004.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Allatoona Lake Watershed Mobile District	1,000,000	348,000	189,000	186,000	277,000

Allatoona Lake is a federal project located on the Etowah River, a tributary to the Coosa River, 48 miles above Rome, Georgia. The project includes a dam, hydroelectric powerhouse, gated spillway, a flood control reservoir and 31 recreational areas over 37,000 acres. The recent "Clean Lake Study" commissioned by local water authorities and undertaken by the A. L. Burris Institute of Public Service at Kennesaw State University sought to identify environmental problems within Lake Allatoona. The study notes that pollution has affected a tributary of the lake known as the Little River area. The study also concluded that erosion and sedimentation could contribute unwanted loads into the Etowah River and downstream into Lake Allatoona. The study will be conducted to evaluate environmental problems and recommend environmental restoration measures, including structural and non-structural approaches, for the Little River Watershed, which drains into Lake Allatoona. The study will also identify and recommend measures to alleviate shoreline erosion and sedimentation problems, including structural and non-structural solutions, along Lake Allatoona, Little River, and the Etowah River. The Lake Allatoona Preservation Authority is the potential sponsor and they understand the cost-share requirements of the feasibility phase. The Feasibility Cost Sharing Agreement is scheduled to be signed in March 2002.

Fiscal Year 2002 funds are being used to initiate the feasibility phase of the study. Funds requested for Fiscal Year 2003 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$1,400,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$1,700,000
Reconnaissance Phase (Federal)	300,000
Feasibility Phase (Federal)	700,000
Feasibility Phase (Non-Federal)	700,000

The reconnaissance phase is scheduled for completion in March 2002. The feasibility study is scheduled for completion in December 2005.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Georgia					
Arabia Mountain Savannah District	1,100,000	50,000	38,000	50,000	962,000

The Davidson-Arabia Mountain Nature Preserve is located on the southeast quadrant of DeKalb County in Lithonia, Georgia. It is approximately 25 miles southeast of downtown Atlanta, Georgia. Stevenson Creek, a tributary of the South River, runs through the Davidson-Arabia Mountain Nature Preserve. The Preserve is comprised of 535 acres of granite outcrop with wetlands, pine and oak forests, streams, and a lake. It sustains two federally protected and endangered plant species and one federally listed threatened species. The unique and rare vernal pools, which are considered wetlands, are critical habitat for these species. The Davidson-Arabia Mountain Nature Preserve has received the Nature Conservancy's most urgent priority preservation rating. Past mining has contributed to the degradation of this unique ecosystem. An earthen dam within the Preserve was built on Stevenson Creek over 75 years ago and in some portions are structurally degrading. The earthen dam and a firing range within the Stevenson Creek watershed are potentially contributing to the degradation of this ecosystem. DeKalb County is the potential sponsor and understands the requirements for study cost sharing.

Fiscal Year 2002 funds are being used to initiate the reconnaissance phase at full Federal expense. The funds requested for Fiscal Year 2003 will be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase is scheduled for completion in March 2003. The feasibility study is scheduled for completion in September 2011.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Indian, Sugar, Intrenchment, & Federal Prison Creeks Mobile District	2,650,000	150,000	0	100,000	2,400,000

Indian, Sugar, Intrenchment, and Federal Prison Creeks are located within the metropolitan Atlanta watershed in portions of DeKalb County, Fulton County and the City of Atlanta. Fulton County and DeKalb County, Georgia and the City of Atlanta have passed floodplain regulations, resolutions, or ordinances to restrict development in flood-prone areas; however, the rapid urbanization of the metropolitan Atlanta area prior to their passage resulted in the development of many areas subject to periodic flooding. Both scarcity of land and attractiveness of streamside areas contributed to encroachment on the floodplain. Local drainage patterns have also been greatly altered by urbanization. At many locations, extensive storm drain systems have been used to substantially alter natural drainage patterns in order to remove water quickly. Rapid urbanization in the metropolitan Atlanta area over the last few decades has resulted in increases in the magnitude and frequency of severe floods; increased stream bank erosion; depreciated water quality; a reduction in diversity and abundance of aquatic insects and fish; and destruction of wetlands, riparian buffers, and springs. The study will be conducted to develop portions of a comprehensive watershed plan for parts of metropolitan Atlanta, including Indian, Sugar, Intrenchment, Federal Prison, and Snapfinger Creeks. Development of portions of the master plan will be based on a thorough assessment of the changes in stream hydrology, morphology, water quality and habitat and ecology. DeKalb County and the City of Atlanta are potential sponsors and they understand the cost-share requirements of the feasibility phase. Feasibility Cost Sharing Agreement is scheduled to be signed in March 2003.

Funds carried over from Fiscal Year 2001 to Fiscal Year 2002 are being used to complete the reconnaissance phase of the study. Funds requested for Fiscal Year 2003 will be used to start the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$5,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$5,150,000
Reconnaissance Phase (Federal)	150,000
Feasibility Phase (Federal)	2,500,000
Feasibility Phase (Non-Federal)	2,500,000

The reconnaissance phase is scheduled for completion in March 2003. The feasibility study is scheduled for completion in September 2011.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Long Island, Marsh, Johns Creeks Mobile District	2,623,000	123,000	63,000	150,000	2,287,000

Long Island, Marsh and Johns Creeks are located within the metropolitan Atlanta watershed principally in Fulton County. Fulton County, Georgia has passed floodplain regulations, resolutions, or ordinances to restrict development in flood-prone areas; however, rapid urbanization prior to their passage resulted in the development of many areas subject to periodic flooding. Both scarcity of land and attractiveness of streamside areas contributed to encroachment on the floodplain. Local drainage patterns have also been greatly altered by the urbanization of the metropolitan area. At many locations, extensive storm drain systems have been used to substantially alter natural drainage patterns in order to remove water quickly. Rapid urbanization in the metropolitan Atlanta area over the last few decades has resulted in increases in the magnitude and frequency of severe floods; increased streambank erosion; depreciated water quality; a reduction in diversity and abundance of aquatic insects and fish; and destruction of wetlands, riparian buffers, and springs. The study will be conducted to develop portions of a comprehensive watershed plan for parts of metropolitan Atlanta, including Long Island, Marsh and Johns Creeks. Development of portions of the master plan will be based on a thorough assessment of the changes in stream hydrology, morphology, water quality and habitat and ecology. Fulton County is the potential sponsor and understands the cost-share requirements of the feasibility phase. Feasibility Cost Sharing Agreement is scheduled to be signed in March 2002.

Fiscal Year 2002 funds are being used to initiate the feasibility phase of the study. Funds requested for Fiscal Year 2003 will be used to start the feasibility phase. The preliminary estimated cost of the feasibility phase is \$5,000,000, which is to be cost-shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing follows:

Total Estimated Study Cost	\$5,123,000
Reconnaissance Phase (Federal)	123,000
Feasibility Phase (Federal)	2,500,000
Feasibility Phase (Non-Federal)	2,500,000

The reconnaissance phase is scheduled for completion in March 2002. The feasibility study is scheduled for completion in September 2010.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Metro Atlanta Watershed Mobile District	2,230,000	2,005,000	175,000	50,000	0

Study is being conducted to develop a comprehensive watershed master plan for parts of metropolitan Atlanta in the Peachtree and Nancy Creeks Watershed. DeKalb County and Fulton County, Georgia and the City of Atlanta have passed floodplain regulations, resolutions, or ordinances to restrict development in flood-prone areas; however, rapid urbanization of metropolitan Atlanta resulted in development of many areas subject to periodic flooding prior to passage of these rules. Change in stream morphology resulted from stream channel widening, increased streambank erosion, elimination of pool/riffle structure, and imbedding of stream sediments. Changes in stream water quality resulted from massive pulse of sediment during construction stages, increased pollutant loads in storm water runoff, and increased trash/debris jams. Development of the master plan will be based on a thorough assessment of changes in stream hydrology, morphology, water quality, habitat, and ecology. There are over 600 residential structures in the 100-year flood plain. Study will identify potential alternatives to alleviate flood damage, water quality, and inter-related storm drainage and sanitary sewer infrastructure problems, and enhance environmental quality. DeKalb County, Fulton County, and the City of Atlanta are the sponsors, and they understand the requirements for study cost sharing. Feasibility Cost Sharing Agreement was signed in July 1998.

Fiscal Year 2002 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2003 will be used to complete the feasibility study. The preliminary estimated cost of the feasibility phase is \$3,400,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,930,000
Reconnaissance Phase (Federal)	530,000
Feasibility Phase (Federal)	1,700,000
Feasibility Phase (Non-Federal)	1,700,000

The reconnaissance phase was completed in July 1998. The feasibility study is scheduled for completion in September 2003.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Savannah Harbor Ecosystem Savannah District	1,690,000	577,000	70,000	100,000	943,000

The Savannah River Basin encompasses an area of 11,000 square miles in Georgia and South Carolina. Major cities in the basin are Savannah and Augusta, Georgia, and Aiken, South Carolina. Recent studies by the Corps of Engineers, the states of Georgia and South Carolina, and Federal and State agencies have highlighted that there are current water resource problems and needs being encountered in the Savannah River Basin that need to be investigated. A critical need to address dissolved oxygen levels in Savannah Harbor was identified by several major stakeholders. Although the focus of this problem is Savannah Harbor, modeling and technical work will extend to Augusta, Georgia to evaluate upstream contributions to point and non-point source loads. Evaluation of dissolved oxygen in Savannah Harbor is a complex issue due to the dynamic nature of the tidal estuary, the complicated hydraulic processes in the harbor, and uncertainties associated with related biological components. The historical seasonal lowering of dissolved oxygen in Savannah Harbor is well documented and illustrates an annual impairment of the estuary's ecosystem. Two endangered species, the Shortnose Sturgeon and the Manatee, are common in the estuary and can be affected by low levels of dissolved oxygen. Channel deepenings, which have occurred this century, have impacted the geography and thus the hydrology of the river channel. Increased channel depths have reduced vertical mixing. Higher salinity levels and lower dissolved oxygen have resulted. Data from sampling during summer low flow periods indicate dissolved oxygen levels below one in the navigation channel. These levels are not supportive of a healthy, productive, aquatic ecosystem. The local sponsor, the City of Savannah, signed the Feasibility Cost Sharing agreement in August 1999.

Fiscal Year 2002 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2003 will be used to continue the feasibility phase. The estimated cost of the feasibility phase is \$3,220,000, which is cost shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,300,000
Reconnaissance Phase (Federal)	80,000
Feasibility Phase (Federal)	1,610,000
Feasibility Phase (Non-Federal)	1,610,000

The reconnaissance phase was completed in August 1999. The feasibility study is scheduled for completion in March 2008.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Utoy, Sandy and Proctor Creeks Mobile District	2,625,000	125,000	94,000	150,000	2,256,000

Utoy, Sandy and Proctor Creeks are located within the metropolitan Atlanta watershed in Middle Western portions of Fulton County and the City of Atlanta. Fulton County, Georgia and the City of Atlanta have passed floodplain regulations, resolutions, or ordinances to restrict development in flood-prone areas; however, the rapid urbanization of the metropolitan Atlanta area prior to passage of these regulations, resolutions, or ordinances resulted in the development of many areas subject to periodic flooding. Both the scarcity of land and attractiveness of streamside areas contributed to encroachment on the floodplain. Local drainage patterns have also been greatly altered by the urbanization of the metropolitan area. At many locations, extensive storm drain systems have been used to substantially alter natural drainage patterns in order to remove water quickly. Rapid urbanization in the metropolitan Atlanta area over the last few decades has resulted in increases in the magnitude and frequency of severe floods; increased streambank erosion; depreciated water quality; a reduction in diversity and abundance of aquatic insects and fish; and destruction of wetlands, riparian buffers, and springs. The study will be conducted for the purpose of developing portions of a comprehensive watershed plan for parts of metropolitan Atlanta, including Utoy, Sandy and Proctor Creeks. Development of portions of the master plan will be based on a thorough assessment of the changes in stream hydrology, morphology, water quality and habitat and ecology. The City of Atlanta is a potential sponsor and understands the cost-share requirements of the feasibility phase. Feasibility Cost Sharing Agreement is scheduled to be signed in March 2002.

Fiscal Year 2002 funds are being used to initiate the feasibility phase of the study. Funds requested for Fiscal Year 2003 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$5,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$5,125,000
Reconnaissance Phase (Federal)	125,000
Feasibility Phase (Federal)	2,500,000
Feasibility Phase (Non-Federal)	2,500,000

The reconnaissance phase is scheduled for completion in March 2002. The feasibility study is scheduled for completion in September 2010.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
North Carolina					
Currituck Sound Wilmington District	1,100,000	75,000	126,000	200,000	699,000

The study area is located in Currituck and Dare Counties in the northeastern part of North Carolina. Currituck Sound is a 153 square mile brackish water estuary separated from the Atlantic Ocean by thin barrier islands known as the Outer Banks. The most significant freshwater inputs to Currituck Sound include North Landing River and Northwest River, both originating in the Great Dismal Swamp of North Carolina and Virginia. Back bay, a 35 square mile estuary located in Virginia, also discharges water into the sound through shallow water channels along the eastern shore. Water level fluctuations in Currituck Sound are a function of prevailing winds from Albemarle Sound. Southerly winds force water into Currituck Sound, whereas northerly winds force water out. The cumulative effects of prevailing winds and possible point source inputs of brackish water from Federal canals influence sound salinity. The local interests are concerned about increased salinity levels, which have frequently exceeded the threshold for many freshwater fisheries and have caused a severe decline in these fisheries. In addition, the increased salinity regime has contributed to the loss of extensive submerged aquatic vegetation (SAV). SAV provides a food source for various fish stocks, creates an ideal habitat for numerous migrating waterfowl species, and maintains the stability of the sound bottom. The study will address these water quality issues and explore environmental protection and restoration alternatives. Work to be performed in Fiscal Year 2003 includes finalizing development of the salinity model, evaluating alternatives and beginning preparation of the draft feasibility report and EIS. The State of North Carolina is the potential sponsor and understands the cost share requirements on the feasibility study. The feasibility cost sharing agreement is scheduled for execution in April 2002.

Fiscal Year 2002 funds are being used to complete the reconnaissance phase and to initiate the feasibility phase. Fiscal Year 2003 funds will be used to continue the feasibility phase of the project. The preliminary estimated cost of the feasibility phase is \$2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase is scheduled for completion in April 2002. The feasibility study is scheduled for completion in September 2006.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
South Carolina					
Reedy River Charleston District	600,000	0	100,000	50,000	450,000

Located in northwestern South Carolina, the Reedy River begins at the base of the Appalachian Mountains in Greenville County and flows for a total of 73 miles passing through the City of Greenville to Lake Greenwood. Seven miles of the Reedy River in the City of Greenville were affected by a "beautification" project in the 1930s. This project involved modification of the river's channel by straightening bends and meanders and removal of riparian vegetation. Today, the runoff from urban areas creates storm water surges (or flashfloods) within the river channel. The worst flood of record occurred in August 1995 when the Reedy River crested 5 feet above flood stage. During this event several small earthen dams failed, 30 bridges were inundated with approximately 15 being damaged. The flood also inundated approximately 175 homes and businesses with 2 to 4 feet of water. The estimated damage for the 1995 flood was \$1 million. In addition three fatalities occurred as a direct result of the flooding. Flooding in the City has also occurred in 1992, 1994, 1996, 1997 and 1998. It is estimated that though these floods were not the magnitude of the 1995 flood the damages associated with them ranged from \$500,000 to \$750,000 in damages. In the northern portion of the river, much of the riparian zone has completely disappeared, especially around downtown Greenville. Efforts should be made to restore riparian areas that have been eliminated since they provide benefits such as streambank stabilization, and erosion and flood control. Four rare, threatened, and/or endangered plant species are known to be located within the upper portion of the Reedy River Watershed. This study will determine the feasibility of carrying out a project for aquatic ecosystem restoration, flood damage reduction, and streambank stabilization. Potential sponsors are the City of Greenville and Greenville County.

Fiscal Year 2002 funds are being used to initiate the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, the funds requested for Fiscal Year 2003 will be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	\$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The reconnaissance phase is scheduled for completion in January 2003. The feasibility study is scheduled for completion in January 2007.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Santee Delta Env Restoration Charleston District	600,000	0	100,000	50,000	450,000

The Santee River below Lake Marion extends 87 miles to the ocean, bordering Williamsburg, Berkeley, Georgetown and Charleston Counties. The Santee River splits approximately 18 miles upstream of the ocean into the North and South Santee Rivers. The area below Highway 17, approximately river mile 12, is generally considered the Santee Delta. The delta consists of coastal islands composed of tidal marsh, managed wetlands, forest openings, virgin barrier island beaches and maritime forests. The Tom Yawkey Wildlife Center (YWC), Santee Coastal Reserve (SCR) and the Washo Reserve, managed by the South Carolina Department of Natural Resources, make up a large portion of the Santee Delta. The Washo Reserve contains approximately 1,000 acres of wetland habitat and is the oldest continuously wading bird rookery in North America. The YWC and SCR contain approximately 42,000 acres of managed wetlands, barrier islands, and maritime forests. Damming of the Santee River in the early-mid 1900's cutoff the sediment supply to the delta, which has resulted in extensive loss of wetlands and coastal barrier island habitats. Management of the existing wetlands has helped compensate for these losses; however, because of the rapid loss of coastal habitat caused by development, additional wetland restoration and protection is needed within the Santee Delta. The State of South Carolina is the potential cost-sharing partner and understands the cost-sharing requirements of the feasibility phase.

Fiscal Year 2002 funds are being used to initiate the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, the funds requested for Fiscal Year 2003 will be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	\$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The reconnaissance phase is scheduled for completion in January 2003. The feasibility study is scheduled for completion in January 2007.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
e. Comprehensive Studies					
Georgia					
Savannah River Basin Comprehensive Savannah District	2,548,000	875,000	145,000	120,000	1,408,000

The Savannah River Basin encompasses an area of 11,000 square miles in Georgia and South Carolina. Major cities in the basin are Savannah and Augusta, Georgia, and Aiken, South Carolina. Recent studies by the Corps of Engineers, the states of Georgia and South Carolina, and Federal and state agencies have highlighted that there are current water resource problems and needs being encountered in the Savannah River Basin that need to be investigated. Changes in land use below the J. Strom Thurmond, Hartwell and Richard B. Russell reservoirs have prompted the need to reexamine flood control needs in the basin. A review of the quality of habitat below the reservoirs will be conducted to determine restoration measures needed to address adverse impacts on wetlands, and fish and wildlife resources. Continued rapid growth in the basin is increasing pressures to develop new sources of surface water supply in the upper watershed. Pressures are also being felt in the lower watershed since Georgia and South Carolina are now restricting further use of the Floridian Aquifer. The feasibility study is focusing on review of the operation of the major reservoirs in the basin, the need for additional flood control measures, environmental restoration, surface water supply and other allied water resources problems.

In addition, the study is reviewing the results of various state and Federal efforts conducted to date to identify problems, needs, and potential alternative plans. Goals and objectives for subsequent planning efforts and planning constraints are being developed in coordination with the states, affected agencies, and local interest groups. The states of Georgia and South Carolina are the local sponsors and are participating in a 50-50 cost sharing of feasibility phase studies. A portion of their cost is being provided by in-kind services. The Feasibility Cost Sharing Agreement was signed in June 2000.

The study authorization requires that the study be coordinated with EPA and its ongoing Watershed Study of the basin. Corps efforts have been coordinated with the EPA study through participation on eight policy, management, and resource committees. The Policy committee developed a "Watershed Strategy" to implement priority recommendations. One priority recommendation is the conduct of the Savannah River Basin Comprehensive study. A number of the priority recommendations are dependent upon the comprehensive study for their resolution.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Savannah River Basin Comprehensive Savannah District (continued)					

Fiscal Year 2002 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2003 will be used to continue the feasibility phase. The preliminary estimated cost of the feasibility phase is \$4,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$4,548,000
Reconnaissance Phase (Federal)	548,000
Feasibility Phase (Federal)	2,000,000
Feasibility Phase (Non-Federal)	2,000,000

The reconnaissance phase was completed in June 2000. The feasibility study is scheduled for completion in September 2009.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
South Carolina					
Broad River Basin Charleston District	975,000	130,000	70,000	103,000	672,000

The Broad River Basin (5,420 square miles) is one of the upper four sub-basins in the Santee, Cooper, and Congaree River Basin and includes portions of 18 counties in both North and South Carolina. The Santee, Cooper, and Congaree reconnaissance report completed in May 1997 identified a need for site specific investigations in each sub-basin. The problems and opportunities identified for investigations within the Broad River sub-basin cover a variety of diverse areas. These opportunities include 1) extensive flooding in Greenville and Spartanburg Counties, SC; 2) floodplain delineation's in Greenville, Spartanburg, and Union Counties, SC; 3) riparian ecosystem restoration and greenways for the Enoree River and the North Carolina portion of the Broad River; 4) aquatic and riparian ecosystem restoration for areas upstream from Columbia Diversion Dam and downstream from Parr Reservoir; and 5) anadronous fish passage through the Columbia Diversion Dam. Continued flooding and environmental degradation in these areas warrant investigation and resolution as quickly as possible. In addition to the counties listed above, the South Carolina Department of Natural Resources and the North Carolina Department of Environment and Natural Resources are potential sponsors of this study and understand the cost-sharing requirements of the feasibility phase.

Fiscal Year 2002 funds are being used to fully fund the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, the funds requested for Fiscal Year 2003 will be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$1,550,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	\$1,750,000
Reconnaissance Phase (Federal)	200,000
Feasibility Phase (Federal)	775,000
Feasibility Phase (Non-Federal)	775,000

The reconnaissance phase is scheduled for completion in October 2002. The feasibility study is scheduled for completion in October 2007.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
f. Review of Authorized Projects					
Georgia					
Savannah Harbor Sediment Control Works Savannah District	1,600,000	0	164,000	50,000	1,386,000

The Sediment Control Works Project was constructed in 1977 to reduce shoaling in the navigation channel and thus reduce the cost of maintaining Savannah Harbor. The Sediment Control Works Project consists of a Sediment Basin, Tide Gate Structure in Back River, and a drainage canal (New Cut) across Argyle Island. The Sediment Control Works Project also included a Freshwater Control System to supply freshwater to the Savannah National Wildlife Refuge and adjacent private landowners. The mitigation feature of the project was included because pre-project studies determined that operation of the Sediment Control Works would increase salinity levels in Back and Little Back Rivers. Federal and State resource agencies began to express concern that the elevated salinity levels in Back and Little Back Rivers caused by operation of the Tide Gate Structure was having adverse effects on fresh water marshes in the Refuge and striped bass habitat. In response to these concerns, the Savannah District took the Tide Gate structure out of operation in 1991 and closed New Cut in 1992. Using O&M funds, an initial appraisal of the Sediment Control Works Project was conducted that concluded a Section 216 Disposition Study of the project is appropriate. The study would determine the final disposition of all elements of the Sediment Control Works Project

Fiscal Year 2002 funds are being utilized to initiate the Feasibility Phase. The funds requested for Fiscal Year 2003 will be used to continue the Feasibility Phase. The preliminary estimated cost of the Feasibility study is \$1,600,000 which will be funded at full Federal expense.

Section 216 of the 1970 Flood Control Act authorizes the study. The Feasibility study is scheduled for completion in September 2011.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
South Carolina					
Atlantic Intracoastal Waterway Charleston District	4,722,000	1,932,000	413,000	475,000	1,902,000

The Atlantic Intracoastal Waterway is a naturally protected navigation route that generally parallels the Atlantic coast between Norfolk, Virginia and the St. John's River in Florida. In South Carolina the project starts near Little River at the North Carolina-South Carolina state line and extends generally south along the coast for a total of 210 miles. The project provides for a waterway 12 feet deep and not less than 90 feet wide and was completed in 1940. This study will investigate existing and future commercial shallow draft navigation needs on a phased approach. The study will review ways to improve safety and navigation efficiency and reduce O&M costs. It will address possible realignment/enlargement of the waterway at specific locations as a result of planned bridges, evaluate the construction of new passing lanes, and evaluate erosion control and/or bank stabilization as related to channel improvement.

Activities to be completed in Fiscal Year 2002 include aerial photography, borings, GIS development, review of commodities, and economic analysis.

Activities to be undertaken in Fiscal Year 2003 include evaluation of real estate requirements, identification of alternatives and preparation of preliminary cost estimates.

The reconnaissance phase was completed in August 1998. The feasibility study is scheduled for completion in March 2007.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Charleston Harbor Charleston District	2,600,000	0	366,000	135,000	2,099,000

Charleston Harbor is located about midway along South Carolina's Atlantic coastline. The harbor is the largest port in South Carolina and ranks first among container cargo ports on the Southeast and Gulf coasts and fourth in the United States. The commerce in Charleston Harbor has increased from 10,900,000 tons in 1994 to an estimated 19,900,000 tons in 1999. Containerized cargo is predominantly exports and includes textiles, chemical products, machinery, specialized clays, food products, frozen meats, plastic, and paper products. The 1996 feasibility report for the current 45-foot deepening project reflected DRI/McGraw-Hill's "World Sea Trade Service" projections for containerized cargo traffic, which showed an average growth rate of 5.1 percent annually for the Southeast. Recent projections by DRI/McGraw-Hill have been revised upward to 5.9%, but growth of containerized cargo traffic in Charleston has persisted at a rate that is about double the revised regional growth rate. The largest ship that stops in Charleston is about 1143 feet long and 137 feet wide with design drafts up to 47.5 feet and the bulk carriers have design drafts up to 49 feet. Existing channel depths, widths, and alignments constrain the ability of vessels to utilize the port to their design capacity, increase transit time due to limited ability to pass except at designated locations, and/or present hazardous conditions. This study will determine if further channel deepening/widening beyond the current 45-foot depth and if enlargement of the Wando River Turning Basin is warranted. The South Carolina Ports Authority would be the sponsor and fully understands the cost sharing requirements if the study progresses to the feasibility phase.

Fiscal Year 2002 funds are being used to initiate the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, the funds requested for Fiscal Year 2003 will be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$5,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	\$5,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	2,500,000
Feasibility Phase (Non-Federal)	2,500,000

The reconnaissance phase is scheduled for completion in February 2003. The feasibility study is scheduled for completion in February 2009.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
2. PRECONSTRUCTION ENGINEERING AND DESIGN (PED) ACTIVITIES – Continuing					
a. Navigation					
Florida					
Port Everglades Harbor Jacksonville District	750,000	0	189,000	100,000	461,000

Port Everglades Harbor is located on the east coast of Florida about 25 miles north of Miami and 325 miles south of Jacksonville. Port Everglades is the deepest harbor south of Norfolk, Virginia and one of the fastest growing container ports in the U.S. Currently, Port Everglades is the seventh largest container port on the east coast. Harbor pilots are required to restrict usage of the larger more efficient container vessel fleet due to maneuver and turning restraints. The feasibility report is scheduled for completion in February 2002. The project is estimated to cost \$120 million with an estimated Federal cost of \$75 million and an estimated non-Federal cost of \$45 million. The benefit-cost ratio is 1.2 to 1 based upon the 905(b) Analysis dated March 1997. The local sponsor is Broward County, Port Everglades Department. The PED cost sharing agreement is scheduled for completion in June 2002. PED will ultimately be cost shared at the rate for the project to be constructed but will be financed through the PED period at 25% non-Federal. Any adjustments that may be necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction.

Total Estimated Preconstruction Engineering and Design Costs	\$ 1,000,000	Total Estimated Preconstruction Engineering and Design Costs	\$ 1,000,000
Initial Federal Share	750,000	Ultimate Federal Share	625,000
Initial Non-Federal Share	250,000	Ultimate Non-Federal Share	375,000

Fiscal Year 2002 funds will be used to initiate PED and completion is scheduled for October 2003.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
St. Petersburg Harbor Jacksonville District	750,000	0	63,000	100,000	587,000

St. Petersburg Harbor is located in the southwest portion of Tampa Bay on the Gulf coast of Florida. The authorized project includes an entrance channel 24 by 300 feet from Tampa Bay southerly and thence westerly along south side of Port of St. Petersburg basin to Bayboro Harbor; a 24-foot depth in the port basin and in the area between the entrance channel and the Maritime Service south bulkhead; a channel 15 by 100 feet in Bayboro Harbor along southwesterly 300 feet of the maritime Service bulkhead; a basin 12 by 800 by 700 feet to 1,400 feet in Bayboro Harbor; a channel 12 by 75 feet by 300 feet in the mouth of Salt Creek; an entrance channel 20 by 200 feet extending northerly about 5.5 miles from deep water in lower Tampa Bay, and thence a channel 19 by 250 feet leading westward to the 24-foot-depth entrance channel, and a channel 16 by 200 feet by 6,200 feet on the easterly side of the Point Pinellas lighted beacon. The authorized project has not been completed. The average annual benefits amount to \$623,000, all for commercial navigation. The benefit-cost ratio is 2.3 to 1 based upon the latest economic restudy dated September 1979. The port of St. Petersburg is the sponsor and by letter dated July 3, 2001 the sponsor understands the cost-sharing requirements.

Section 101 of the Rivers and Harbors Act of 1950 authorized construction of the project. The General Reevaluation Report (GRR) is scheduled for completion in September 2002. Maintenance dredging was performed in 1999 and included removal of approximately 600,000 cubic yards of material. The material was placed on the beach at Egmont Key. Harbor usage has increased since the completion of the maintenance in December 2000.

Total Estimated Preconstruction Engineering and Design Costs	\$ 1,000,000	Total Estimated Preconstruction Engineering and Design Costs	\$ 1,000,000
Initial Federal Share	750,000	Ultimate Federal Share	650,000
Initial Non-Federal Share	250,000	Ultimate Non-Federal Share	350,000

Fiscal Year 2003 funds will be used to initiate Preconstruction, Engineering, and Design. Preconstruction, Engineering, and Design is scheduled for completion in September 2004.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Georgia					
New Savannah Bluff Lock & Dam Savannah District	800,000	0	524,000	50,000	226,000

The New Savannah Bluff Lock and Dam (NSBLD), completed in 1937, is located 187 miles above the mouth of the Savannah River, approximately 13 miles downstream from Augusta, Georgia. The project was authorized for commercial navigation; however, the last shipments were in 1979. Following this time, major operation and maintenance expenditures were curtailed. Although the project is no longer serving its authorized purpose, it is serving other useful purposes, such as water supply and recreation. There are ten large industries and municipalities dependent upon steady water flow and water depth for proper operations. In downtown Augusta, the pool is the site of several annual boating races and regattas. In the vicinity of the lock and dam, there is heavy recreational boating, fishing and day use, particularly at the 52-acre adjacent recreation area. The lock and dam is an obstacle to migration of spawning fish. In WRDA 2000, as amended, Congress provided authorization for transfer of the project to North Augusta/Aiken County, South Carolina after the repair of the project and addition of a fish passage, all to be done at full Federal expense. North Augusta/Aiken County, South Carolina has indicated their willingness to accept the structure after the repairs and fish passage are complete. A Memorandum of Agreement (MOA) with them is being developed.

Total Estimated Preconstruction Engineering and Design Costs	\$800,000	Total Estimated Preconstruction Engineering and Design Costs	\$800,000
Initial Federal Share	800,000	Ultimate Federal Share	800,000
Initial Non-Federal Share	0	Ultimate Non-Federal Share	0

The project is authorized for construction by the Water Resources Development Act of 2000. The authorization was amended by the Fiscal Year 2000 Omnibus Appropriations Act. Fiscal Year 2002 funds are being used for initiation of PED. Fiscal Year 2003 funds will be used to continue PED, which is scheduled for completion in September 2004.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
Savannah Harbor Expansion Savannah District	4,387,000	467,000	470,000	428,000	3,022,000

The Savannah Harbor area includes the lower 21.3 miles of the Savannah River, which is the principal boundary between the states of Georgia and South Carolina. The city of Savannah is located about 18 miles from the river mouth. Results of the South Atlantic Cargo Traffic Container Study indicate the current 1.9 million twenty-foot equivalent units (TEU) through South Atlantic Ports is projected to exceed 13 million TEU by the year 2050; this volume is greater than today's total U.S. containerized trade. With this growth, the capacity of the port of Savannah container cargo facilities is expected to be exceeded by 2005. The non-Federal interest, Georgia Ports Authority (GPA), conducted the Feasibility Study under the authority of Section 203 of the Water Resources Development Act of 1986 (WRDA 86) and was responsible for funding all associated Feasibility Study costs. The Feasibility Report was submitted to the Secretary of the Army in August 1998. The project, authorized in WRDA 99, is estimated to cost \$246,400,000, with an estimated Federal cost of \$142,063,000 and an estimated non-Federal cost of \$104,337,000 includes deepening the harbor channel from 42 feet up to 48 feet (2001 price levels). The average annual benefits amount to \$35.2 million, all for commercial navigation. The benefit-cost ratio is 3.0 to 1 at 7-1/8 percent based on the latest economic analysis dated August 1998. The Georgia Ports Authority is aware of project cost sharing requirements. PED may ultimately be cost shared under the authority of Section 204 of WRDA 86 (at the rate for the project to be constructed), but will be financed through the PED period at 82 percent non-Federal and 18 percent Federal. Upon completion of construction, credit will be given to the local sponsor for the Federal share of the PED cost.

Total Estimated Preconstruction		Total Estimated Preconstruction	
Engineering and Design Costs	\$24,350,000	Engineering and Design Costs	\$24,350,000
Initial Federal Share	4,387,000	Ultimate Federal Share	18,263,000
Initial Non-Federal Share	19,963,000	Ultimate Non-Federal Share	6,087,000

In accordance with the cost sharing and financing concepts reflected in WRDA 86, non-Federal interests will be required to provide lands, easements, rights of way, and dredged material disposal areas; modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary, for the construction of the project; pay 25 percent of the cost of construction of the portion of the project which has a depth in excess of 20 feet but not in excess of 45 feet; pay 50

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
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Savannah Harbor Expansion
Savannah District
(continued)

percent of the cost of construction of the portion of the project which has a depth in excess of 45 feet; and reimburse an additional 10 percent of the cost of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations, and dredged material disposal areas provided for commercial navigation.

Fiscal Year 2002 funds are being used to continue Federal oversight and participation in a Stakeholders Evaluation Group (SEG) and begin the development of the Tier II Environmental Impact Statement (EIS) (including funding the other Federal Cooperating Agencies for their work and involvement with the Tier II EIS). GPA , via the SEG, is seeking to develop a consensus, incorporating input from local government, resource agencies, non-governmental organizations (NGO) and the Federal government on the optimum project scope, not exceeding 48 feet deep. Fiscal Year 2003 funds will be used to continue Federal oversight and Tier II EIS development (as well as continue to fund the other Federal Cooperating Agencies).

Scheduled completion date for the Tier II EIS and General Reevaluation Report (GRR) is September 2010.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
b. Shoreline Protection					
South Carolina					
Pawleys Island Charleston District	225,000	0	25,000	100,000	100,000

Pawleys Island is a 3.5 mile long barrier island located approximately 22 miles southwest of Myrtle Beach and 13 miles northeast of Georgetown, South Carolina. Prior storm events have resulted in breaches of the main access road and damages to electric, water, and sewage lines. There are no hotels located within the proposed Federal project, only residential homes. The proposed project consists of construction of a protective sand berm placed to an approximate elevation of +8.0 feet MSL with a beach front slope of approximately 15 horizontal to 1 vertical to protect the island's residences and infrastructure from storm damages due to hurricanes and northeasters. The estimated initial project construction cost is \$10.4 million, with an estimated Federal cost of \$4.3 million, and an estimated non-Federal cost of \$6.1 million based upon the sponsor funding approximately one mile of the central portion of the island themselves. The Town of Pawleys Island is the local sponsor. They understand the requirements of the PED cost sharing agreement and are willing to have funds available to finance the PED portion of the project. PED will ultimately be cost shared at the rate of the project to be constructed but will be financed through the PED period at 25% non-Federal. Any adjustments that may be necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction.

Total Estimated Preconstruction Engineering and Design Costs	\$300,000	Total Estimated Preconstruction Engineering and Design Costs	\$300,000
Initial Federal Share	225,000	Ultimate Federal Share	195,000
Initial Non-Federal Share	75,000	Ultimate Non-Federal Share	105,000

Fiscal Year 2002 funds are being utilized to continue the feasibility study, which is scheduled for completion in January 2003. Fiscal Year 2003 funds will be used to initiate preconstruction, engineering, and design activities which are scheduled for completion in April 2004.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2003
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2002 \$	Allocation FY 2002 \$	Tentative Allocation FY 2003 \$	Additional to Complete After FY 2003 \$
c. Flood Damage Reduction					
Puerto Rico					
Rio Nigua at Salinas Jacksonville District	1,845,000	1,248,000	0	147,000	450,000

The Rio Nigua basin is located in southern Puerto Rico. The river is formed by the Rio Majada with a drainage area of 22.2 square miles and Rio Lapa with a catchment of 12.1 square miles that join at a point approximately five miles upstream of the town of Salinas. Some 3,246 residences and 321 commercial and public facilities are subject to flooding. Floods of January 1992 caused the loss of two lives and significant personal, public and commercial property damage amounting to more than \$2 million. The feasibility report was completed in September 1996. The total project cost is \$15,800,000 with an estimated Federal cost of \$8,900,000 and an estimated non-Federal cost of \$6,900,000. The benefit-cost ratio is 2.8 to 1. The Puerto Rico Department of Natural Resources will be the non-Federal sponsor. PED will be financed at 25% non-Federal. Any adjustments that may be necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction.

Total Estimated Preconstruction		Total Estimated Preconstruction	
Engineering and Design Costs	\$2,460,000	Engineering and Design Costs	\$2,460,000
Initial Federal Share	1,845,000	Initial Federal Share	2,263,000
Initial Non-Federal Share	615,000	Ultimate Non-Federal Share	197,000

In accordance with the cost-sharing and financing concepts reflected in the Water Resources Development Act of 1986 and 1996, local interests are required to provide all lands, easements, and rights-of-way, including the relocation of buildings, utilities, roads, and other facilities presently estimated at \$5,960,000; and pay 8.20 percent of the total cost allocated to flood control measures during construction presently estimated at \$940,000, and bear all costs of operation, maintenance, and replacement of flood control and recreational facilities presently estimated at \$66,000 annually. In Fiscal Year 1997, the PED Agreement was executed and preconstruction, engineering and design was initiated. Fiscal Year 2003 funds will be used to complete preconstruction, engineering and design. PED is scheduled for completion in May 2003.

APPROPRIATION: Construction, General - Channels and Harbors (Navigation)

PROJECT: Mobile Harbor, Alabama, (Continuing)

LOCATION: The project is located in southwest Alabama and extends from the Gulf of Mexico through Mobile Bay to the mouth of Mobile River at the City of Mobile, Alabama, a distance of approximately 39.0 miles. Mobile Harbor is located in Mobile County, AL, approximately 150 miles east of New Orleans, LA, and 60 miles west of Pensacola, FL.

DESCRIPTION: The existing project, also known as Phase I improvements completed in May 1990, provides for a 47 by 600 foot entrance channel for a distance of 6.1 miles, and a bay channel 45 by 400 feet from the mouth of the bay north for a distance of 31.2 miles to the McDuffie Coal terminal.

Phase I – 1300' Channel Extension, completed in May 2000 extended the 45-foot by 400-foot navigation channel approximately 1300 linear feet to the north of its original position.

Phase I – 2100' Channel Extension, will extend the 45-foot by 400-foot navigation channel approximately 2100 linear feet to the north of the 1300' extension.

Authorized channel improvements known as Phase II (Remainder) provide for future development to deepen and widen the entrance channel over the bar to 57 feet by 700 feet about 7.4 miles long, deepen and widen the bay channel to 55 feet by 550 feet about 27.0 miles long, deepen and widen an additional 3.6 miles of bay channel to 55 feet by 650 feet and provide 55 foot deep anchorage area and turning basin in vicinity of Little Sand Island.

AUTHORIZATION: Supplemental Appropriations Act of 1985 and the Water Resources Development Act of 1986.

REMAINING BENEFIT-REMAINING COST RATIO: Non-applicable for Phase I or Phase I 1300 foot extension because project construction is complete; 1.5 to 1 at 7-1/8 percent for Remainder.

TOTAL BENEFIT-COST RATIO: 2.8 to 1 at 8 1/8 percent for Phase I; 5.5 to 1 at 7-3/8 percent for Phase I 1300-ft Extension; 2.1 to 1 at 6-5/8 percent for Phase I 2100-ft Extension; 1.5 to 1 at 7-1/8 percent for Remainder.

INITIAL BENEFIT-COST RATIO: 2.8 to 1 at 8 1/8 percent for Phase I (FY 1985); 5.5 to 1 at 7-3/8 percent for Phase I 1300-ft. Extension (FY 1999); 2.1 to 1 at 6-5/8 percent for Phase I 2100-ft. Extension (FY 2001); 1.5 to 1 at 7-1/8 percent for Remainder (FY 2000).

BASIS OF BENEFIT-COST RATIO:

Phase I - Benefits are from the General Design Memorandum dated August 1984 at October 1984 price levels.

Phase I 1300-ft. Extension - Benefits are from the Limited Reevaluation Report prepared in May 1997 at October 1997 price levels.

Phase I 2100-ft Extension - Benefits are from the Limited Reevaluation Report prepared in July 2000 at October 2000 price levels.

Phase II (Remainder) - Benefits are from the General Design Memorandum dated August 1984 at October 1984 price levels.

Division: South Atlantic

District: Mobile

Mobile Harbor Deepening, AL

4 February 2002

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SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement (COE)		\$ 329,875,000		Phase I (Deepening)	100	Sep 1994
Estimated Appropriation Requirement (USCG)		4,300,000		Phase I (1300' Extension)	100	May 2000
Estimated Total Appropriation Requirement		334,175,000		Phase I (2100' Extension)	0	Dec 2002
Future Non-Federal Reimbursement		58,944,000		Phase II (Remainder)	0	Sep 2020
Estimated Federal Cost (Ultimate)		275,231,000		Entire Project	9	Sep 2020
Estimated Non-Federal Cost		327,769,000				
Cash Contributions	\$ 259,554,000					
Other Costs	9,267,000					
Reimbursements	58,944,000					
Phase I (Deepening)	\$ 3,772,000					
Phase I (1300' Ext.)	81,000					
Phase I (2100' Ext.)	244,000					
Phase II (Remainder)	54,847,000					
Total Estimated Project Cost		603,000,000				
Allocations to 30 September 2001		29,436,000				
Conference Allowance for FY 2002		2,300,000				
Allocation for FY 2002		1,932,000	<u>1/</u>			
Allocations through FY 2002		31,368,000	10			
Allocation Requested for FY 2003		200,000	10			
Programmed Balance to Complete after FY 2003		289,307,000				
Unprogrammed Balance to Complete after FY 2003		0				

1/ Reflects \$ 368,000 reduction assigned as savings and slippage.

PHYSICAL DATA:

Phase I (Complete) – Deepen entrance channel to 47 by 600 feet and deepen bay channel to 45 by 400 feet for a total distance of 37.3 miles.

Phase I (1300' Extension)(Complete) - extend 45 foot channel approximately 1,300 linear feet to the north of the original location.

Phase I (2100' Extension) – extend 45-foot channel approximately 2,100 linear feet to the north of previous 1300' extension.

Phase II (Remainder) - deepen entrance channel from 47 by 600 to 57 by 700 feet and deepen bay channel from 45 by 400 to 55 by 550 feet.

JUSTIFICATION:

Phase I (1300' Extension) - Officials of the Alabama State Docks requested that the 45-foot deep channel section be extended northward of McDuffie Island to accommodate ships of 900 feet in length, with beams of 140 feet, which require a 45-foot channel depth. This request reflects a desire to import iron ore and other dry, bulk materials such as limestone and coal to McDuffie Island and to industries located above McDuffie Island. In FY 1994, 45,000,000 tons of cargo passed through the port. Of this number over 14,000,000 tons were comprised of coal and lignite. Cost savings of \$0.44 per ton will be realized with the completion of the channel extension. Average annual benefits to the navigation project are \$578,800.

Phase I (2100' Extension) - Officials of the Alabama State Docks requested that the 45-foot deep channel section be extended northward of the 1300' extension to facilitate additional industries utilizing the larger ore and cargo ships now calling at other ports. Average annual costs, amortized over the project life of 50-years, are \$150,542. Average annual benefits are \$336,875.

Phase II (Remainder) - Mobile Harbor is a leading harbor on the Gulf Coast, particularly with regard to coal shipments. Waterborne commerce for 1995 was a record 51 million tons. Presently, coal shipments average 14 million tons per year. Channel deepening and navigational improvement features are required to provide a safe and efficient harbor for the large coal vessels calling at the Port of Mobile. The capacity of the McDuffie Coal Handling Terminal is 25 million tons annually. U.S. Department of Energy's "Energy Information Administration's Coal Transport Model" suggests growth in coal shipments through the Port of Mobile over the next 20 years, from 14 to 19 million tons annually. Vessels that can economically utilize the existing Federal 45-foot channel have a carrying capacity of about 45,000 to 50,000 deadweight tons. With a 55-foot channel, vessels with carrying capacities of 145,000 to 150,000 deadweight tons can be economically utilized. This increase in carrying capacity results in a corresponding increase in economies of scale and savings in transportation costs. Transportation savings on coal exported to Europe of \$5 to \$6 per ton would be realized by using the larger vessels. Coal shipped to Japan in the larger vessels would realize a savings of about \$16 per ton. Iron ore imported from Canada and Brazil could also be shipped more economically at savings of about \$3 and \$5.25 per ton, respectively. The average annual benefits are \$105,308,000.

FISCAL YEAR 2003: The requested amount will be applied as follows.

Continue Planning, Engineering & Design Phase II (Remainder)	\$ 200,000
Total	\$ 200,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the Non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction And Reimbursements	Annual Operation, Maintenance, and Replacement Costs
PHASE I		
Pay 25 percent of the costs allocated to general navigation facilities during construction.	\$9,430,000	0
Reimbursement of an additional 10 percent of the costs of general navigation features allocated to Commercial navigation within a period of 30 years following completion of construction.	3,772,000	0
PHASE I (1300-ft EXTENSION)		
Pay 25 percent of the costs allocated to general navigation facilities during construction.	201,000	0
Reimbursement of an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction.	81,000	0

Requirements of Local Cooperation (Continued)	Payments During Construction And Reimbursements	Annual Operation, Maintenance, and Replacement Costs
PHASE I (2100' EXTENSION)		
Pay 25 percent of the costs allocated to general navigation facilities during construction.	\$610,000	0
Reimbursements of an additional 10 percent of the costs of general navigation features allocated To commercial navigation within a period of 30 years following completion of construction.	244,000	0
PHASE II (REMAINDER)		
Pay 25 percent of the costs allocated to general navigation facilities to a depth of 45 feet below mean low water.	\$ 24,919,000	0
Pay 50 percent of the costs allocated to general navigation facilities to a depth greater than 45 feet below mean low water.	224,394,000	0
Pay 50 percent of costs of incremental maintenance greater than 45 feet below mean low water.	0	1,300,000
Pay 100 percent of the costs allocated to berthing areas and mooring facilities (without credit).	9,271,000	0
Reimbursement of an additional 10 percent of the costs of general navigation features allocated to Commercial navigation within a period of 30 years following completion of construction.	54,847,000	0
TOTAL Non-Federal Costs	327,769,000	1,300,000

STATUS OF LOCAL COOPERATION: The Project Cooperation Agreement (PCA) for the Phase I 2100' Extension will be executed in October 2003. By letter dated May 29, 1998, the non-Federal sponsor, the Alabama State Docks, expressed their desire to proceed with implementation of the remainder of the authorized project. The sponsor understands the cost sharing requirements as identified in Water Resource Development Act of 1986.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$ 329,875,000 at October 2001 price levels reflects an increase of \$3,270,000 from the last estimate of \$326,605,000 presented to Congress (FY 2002.) This change includes the following item:

Item	Amount
Price Escalation on Construction Feature	+\$ 3,270,000
Total	+\$ 3,270,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: In accordance with the requirements of the National Environmental Policy Act (NEPA), the Final Environmental Impact Statement (FEIS), Mobile Harbor Channel Improvements, Mobile County, Alabama was filed with the Environmental Protection Agency(EPA)on May 22, 1981. The proposed action evaluated in this FEIS included the deepening of the main navigation channel to a depth of 55 feet at a width of 550 feet. The FEIS also documented the impacts associated with the disposal of about 141.2 million cubic yards of new work dredged material and all future maintenance material for the economic life of the project. A supplement to the FEIS, Final Environmental Impact Statement, Mobile Harbor, Alabama, Channel Improvements, Offshore Dredged Material Disposal was filed with the EPA on December 13, 1985. The Record of Decision (ROD) to designate two offshore disposal sites, Mobile-north and Mobile-south, for dredged material disposal was signed by the Division Engineer, South Atlantic Division, on May 13, 1986. This supplement to the FEIS evaluated the specific impacts of designation of two areas within the Gulf of Mexico for the purpose of receiving dredged material of suitable quality from the Mobile Harbor project and other navigation projects within the Mobile Harbor area. The FEIS, Supplement to the FEIS, and ROD were fully coordinated with the public and State and Federal agencies. The commenting agencies concurred with the recommended alternative as described in the FEIS and Supplement.

An Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Phase I, 1300' extension were completed in April 1997. A second EA/FONSI for the Phase I, 2100' extension were prepared in June 1999. Additional work on the Section 103 evaluation (ocean disposal) is scheduled to be completed in September 2002.

OTHER INFORMATION: Funds to initiate Preconstruction, Engineering and Design were appropriated in Fiscal Year 1982 and funds to initiate construction were appropriated in Fiscal Year 1985.

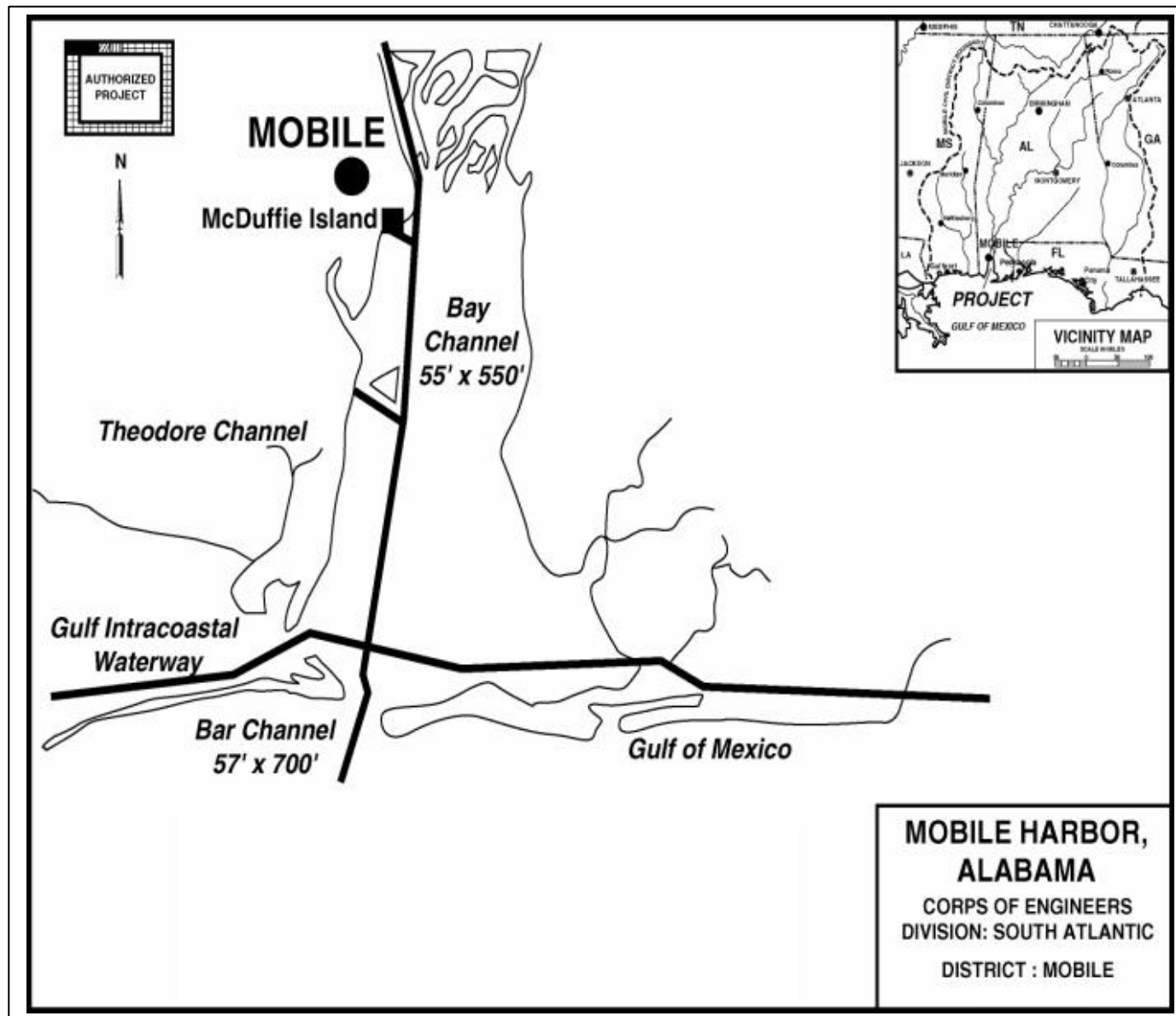
Summarized Financial Data for PHASE II (REMAINDER)

Estimated Appropriation Requirements (COE)	\$299,153,000
Estimated Appropriation Requirements (USCG)	4,300,000
Estimated Total Appropriation Requirements	303,453,000
Future Non-Federal Reimbursement	54,847,000
Estimated Federal Cost (Ultimate)(COE)	244,306,000
Estimated Non-Federal Cost:	322,702,000
Cash Contributions	\$258,584,000
Other Costs	
9,271,000	
Reimbursements	
54,847,000	\$562,037,000

Total Estimated Project Cost

Remaining Benefit-Remaining Cost Ratio: 1.5 to 1 at 7-1/8 percent.

Total Benefit-Cost Ratio: 1.5 to 1 at 7-1/8 percent.



APPROPRIATION TITLE: Construction, General - Navigation

PROJECT: Canaveral Harbor, Florida (Continuing)

LOCATION: Canaveral Harbor is located in Brevard County on the shore of Cape Canaveral in an area known as Canaveral Bight.

DESCRIPTION: The project provides for a 44-foot entrance channel, 35-foot turning basin, 12-foot barge channel, 400 foot lock, a sand bypassing system, and south jetty extension of 500 feet.

AUTHORIZATION: Rivers and Harbor Act of 23 October 1962 (Public Law 87-874)

REMAINING BENEFIT-REMAINING COST RATIO: 1.7 to 1 at 6-3/8 percent

TOTAL BENEFIT-COST RATIO: 1.7 to 1 at 6-3/8 percent

INITIAL BENEFIT-COST RATIO: 1.7 to 1 at 6-3/8 percent (FY 1964)

BASIS OF BENEFIT-COST RATIO: Benefits are included in the Canaveral Harbor, Florida General Reevaluation Report completed in December 1992 at November 1992 price level.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST. FED COST	STATUS (1 Jan 2002)	PCT COMPL	PHYSICAL COMPLETION SCHEDULE
Total Estimated Federal Cost		136,240,000		Locks	100	Mar 1966
Estimated Federal Cost (COE)	136,193,000			Channels & Canals		
Estimated Federal Cost (USCG)	47,000			Barge Canal	100	Aug 1965
				Harbor Ext. Mi 1.2		
Estimated Non-Federal Cost		4,960,000		To Mi 1.5	100	Sep 1974
Cash Contributions	\$ 408,000			Harbor Ext. Mi 1.5 to Mi 2.3		
Other Costs	4,552,000			including Mitigation	100	Jun 1992
				Breakwaters and Seawalls		
Total Estimated Project Cost		141,200,000		Jetty Extension	71	Feb 2003
				Beach Replenishment		
Allocations to September 2001		36,473,000		Sand Transfer System	12	May 2044
Conference Allowance for FY 2002		5,701,000				
Allocation for FY 2002		4,790,000	1/	Entire Project	29	May 2044
Allocation through FY 2002		41,263,000	30			
Allocation Requested for FY 2003		3,600,000	33			
Programmed Balance to Complete After FY 2003		91,330,000				
Unprogrammed Balance to Complete After FY 2003		0				

1/ Reflects \$911,000 reduction assigned as savings and slippage.

PHYSICAL DATA

Entrance Channel	35-foot Depth
Turning Basin	44-foot Depth
Barge Channel	12-foot Depth
Lock	400-foot Length
Jetty Extension	500 Feet
Sand Transfer System	

JUSTIFICATION: Development and operation of the Rocket-Launching Facility on Cape Kennedy and the development of Patrick Air Force Base, 10 miles south of Canaveral Harbor, and tracking stations on islands offshore have resulted in a population increase in the tributary area from 162,000 in 1940 to about 570,000 in 1980. During the 1960's, there was a major expansion of the Rocket-Launching Facility on Cape Kennedy to accommodate the space program. Commerce for the harbor was 2,175,000 tons in 1987.

The mitigation project completed the western harbor extension. The sand transfer system would reduce the required maintenance dredging of the Canaveral Harbor navigation project by approximately 106,000 cubic yards on an annual basis. In addition, material placed on the beach by the sand transfer system will prevent the loss of 136,000 square feet over a length of 2.8 miles due to erosion. Average annual benefits are:

Annual Benefits	Amount
Navigation	\$ 599,000
Storm Damage Prevention	817,000
Loss of Land	534,000
Total Average Annual Benefits	1,950,000

FISCAL YEAR 2003: The requested amount will be applied as follows:

Complete N. Jetty Sand Tightening	\$ 1,850,000
Complete Sand Bypass	1,368,000
Lands	59,000
Planning, Engineering, and Design	208,000
Construction Management	115,000
Total	3,600,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance Repair, Rehabilitation, and Replacement Costs
Provide 1.4 percent of the costs allocated to deepening of the West Turning Basin.	\$ 408,000	0
Provide lands, easements, rights of way, and dredged material disposal areas.	4,552,000	0
Total Non-Federal First Cost	4,960,000	0

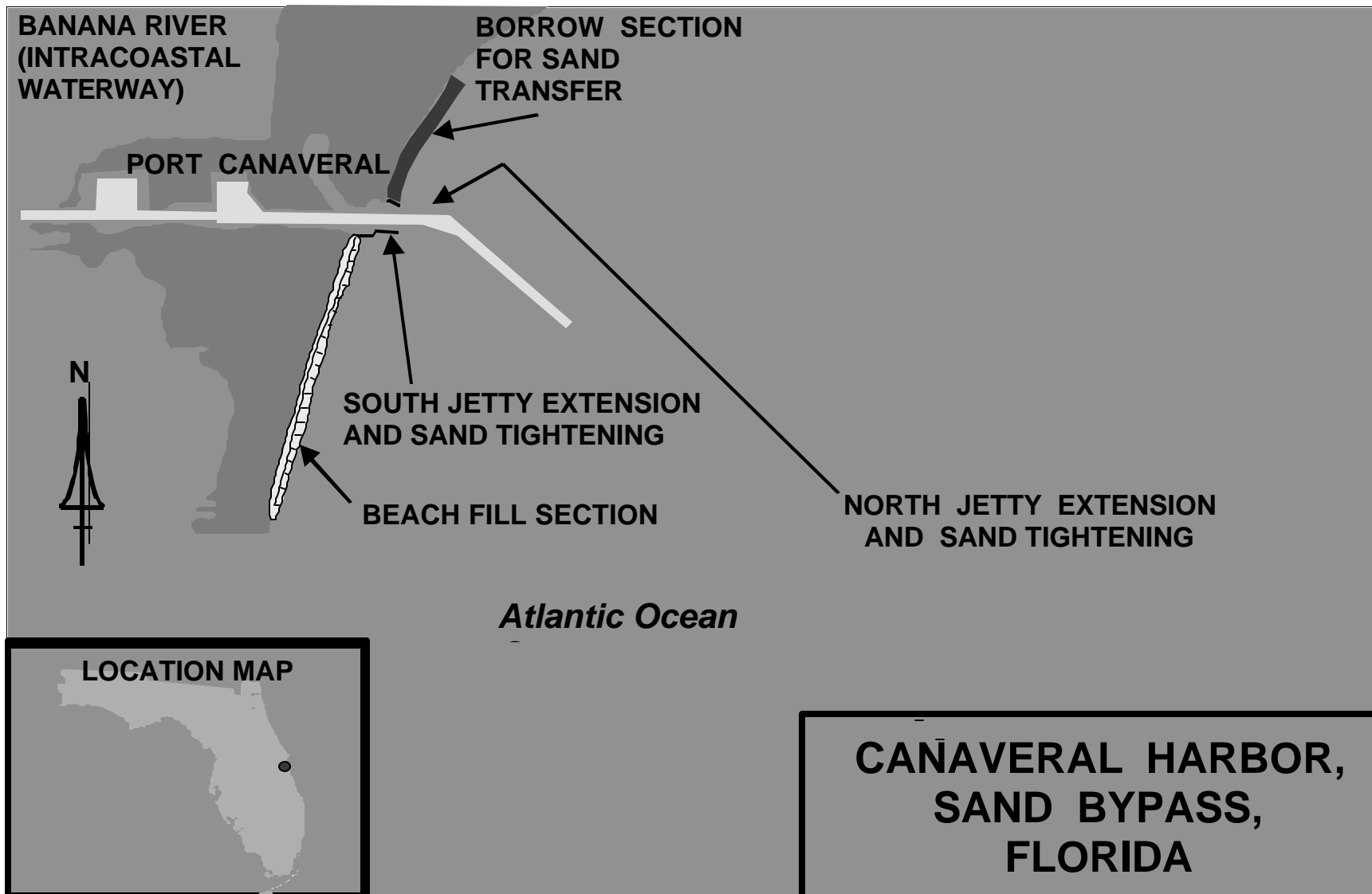
STATUS OF LOCAL COOPERATION: The local sponsor is the Canaveral Port Authority. A Project Cooperation Agreement was executed in March 1994.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$136,240,000 is an increase of \$2,500,000 from the latest estimate (\$133,740,000) presented to Congress (FY 2002). This change includes the following:

Item	Amount
Price Escalation on Construction Features	2,500,000
Total	2,500,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment with a Finding of No Significant Impact was completed in May 1993.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1964. Schedule was established by a Congressional add in FY 1994 Appropriation Bill. The jetty extension and initial sand bypassing were completed in FY 1995. However, strong storms in the area have caused significant damage to the jetty head. Additional funds were received to repair the jetty, and to pursue temporary sand tightening of the north jetty. Temporary sand tightening of north jetty was completed in FY 1998. A permanent solution to the north jetty is scheduled for award in February 2002. Sand bypassing will be accomplished about every six years.



APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Jacksonville Harbor, Florida (Continuing)

LOCATION: The project area is located at the mouth of the St. Johns River where it empties into the Atlantic Ocean in Duval County on the east coast of Florida.

DESCRIPTION: The project provides for deepening the main channel to a project depth of 40 feet from the 40-foot contour in the Atlantic Ocean to about mile 14.7; realignment of Cuts 39-41 of the main channel; deepening the West Blount Island Channel along Cuts F and G to a 40-foot depth over the existing project width of 300 feet from the main channel to the JEA/JPA petroleum terminal; and raising the existing dikes on the east end of Bartram Island to accommodate the material from deepening of the West Blount Island Channel.

AUTHORIZATION: Water Resources Development Act of 1999.

REMAINING BENEFIT - REMAINING COST RATIO: 1.4 TO 1 at 6-3/8 percent.

TOTAL BENEFIT - COST RATIO: 1.4 to 1 at 6-3/8 percent.

INITIAL BENEFIT-COST RATIO: 1.4 to 1 at 6-3/8 percent (FY99).

BASIS OF BENEFIT-COST RATIO: Benefits are included in the Jacksonville Harbor Final Feasibility Report completed in September 1998 at October 1998 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		10,100,000	Channel Deepening	20	Sep 2003
			Berthing Areas	37	Feb 2002
Estimated Non-Federal Cost		19,700,000			
Cash Contributions	5,379,000		Total Project	24	Sep 2003
Other Costs	14,321,000				
Total Estimated Project Cost		29,800,000			
Allocation to 30 September 2001		1,620,000			
Conference Allowance for FY 2002		5,300,000			
Allocations for FY 2002		4,452,000	1/		
Allocations through FY 2002		6,072,000	60%		
Allocations Requested for FY 2003		4,028,000	100%		
Scheduled Balance to Complete After FY 2003		0			
Unscheduled Balance to Complete After FY 2003		0			

1/ Reflects \$848,000 reduction assigned as savings and slippage.

JUSTIFICATION: Jacksonville Harbor in 1988 and 1989 averaged about 15.4 million tons of cargo per year, 53 percent of which is bulk petroleum and coal. Port Authority representatives would like the channel deepened to accommodate larger vessels now being utilized by the world's commercial fleet. Various types of vessels carrying containers, coal, and fuel must light load instead of using full cargo carrying capacity. Average annual benefits amount to \$3,027,000, all for commercial navigation.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue channels construction	4,028,000
Total	4,028,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way.	10,000	
Pay 35 percent of the costs allocated to deep draft navigation during construction.	5,394,000	
Pay 100 percent of the costs associated with dredging berthing areas, 40' Deepening and mitigation	14,296,000	
Total Non-Federal Cost	19,700,000	

STATUS OF LOCAL COOPERATION: The Jacksonville Harbor Port Authority strongly supports this project. The Project Cooperation Agreement was executed in March 2001.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$10,100,000 is a decrease of \$900,000 from the latest estimate (\$11,000,000) presented to Congress (FY 2001). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	(808,000)
Schedule Changes	(92,000)
Total	-900,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final Environmental Assessment was completed in September 1998.

OTHER INFORMATION: Preconstruction, Engineering, and Design was completed in July 2000. Contract award was made in July 2001.

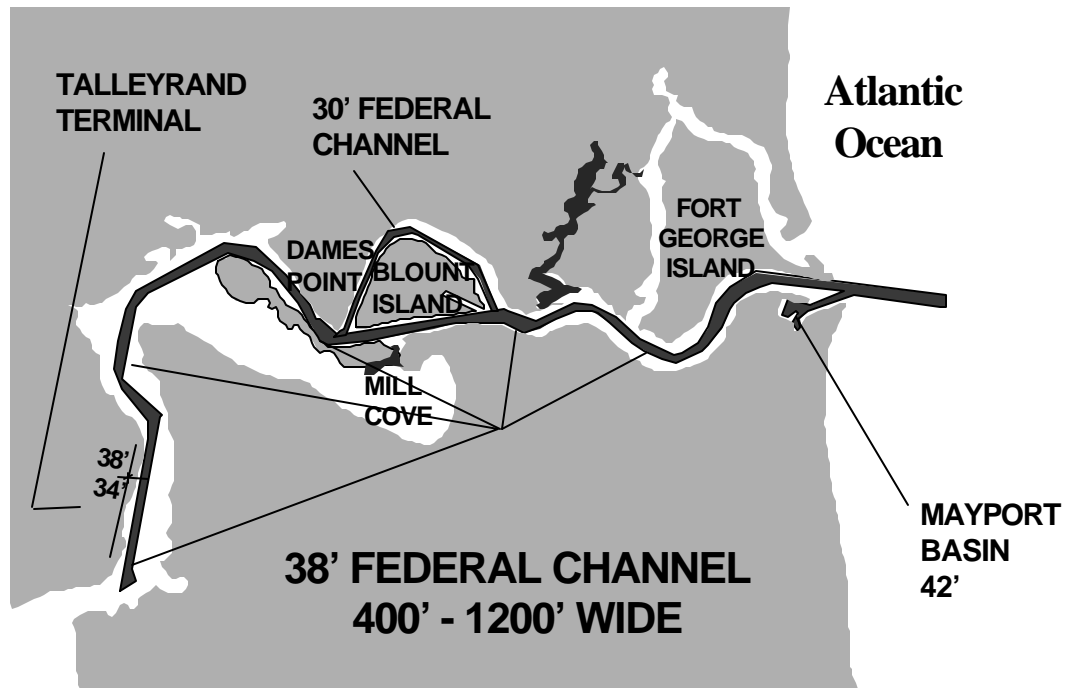
Division: South Atlantic

District: Jacksonville

Jacksonville Harbor, FL

4 February 2002

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**JACKSONVILLE HARBOR,
FLORIDA**

APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Miami Harbor Channel, Florida (Continuing)

LOCATION: Miami Harbor is located in Biscayne Bay, a shallow salt water sound on the Atlantic Coast near the southern end of the Florida Peninsula.

DESCRIPTION: The project provides for construction and maintenance of a 44 feet deep entrance channel, 42 feet deep interior channels, and a turning basin with a depth of 42 feet and a diameter of 1,600 feet located at the Dodge-Lummus Island intersection.

AUTHORIZATION: Water Resources Development Act of 1990.

REMAINING BENEFIT-REMAINING COST RATIO: 1.4 to 1 at 6-3/8 percent.

TOTAL BENEFIT-COST RATIO: 1.4 to 1 at 6-3/8 percent.

INITIAL BENEFIT-COST RATIO: 1.4 to 1 at 6-3/8 percent (FY 1992)

BASIS OF BENEFIT-COST RATIO: Benefits are included in the Miami Harbor Final Feasibility Report completed in September 1989 at October 1989 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT. OF EST FED. COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement (CoE)	\$ 56,950,000				
Estimated Appropriation Requirement (USCG)	150,000		Channels		
Estimated Total Appropriation Requirement	57,100,000		Phase I Phase II	100 12	Aug 1994 Sep 2004
Estimated Non-Federal Cost	36,200,000				
Cash Contributions	\$ 30,659,000		Entire Project	26	Sep 2004
Other Costs	5,541,000				
Total Estimated Project Cost	93,300,000				
Allocations to 30 September 2001	25,538,000				
Conference Allowance for FY 2002	5,274,000				
Allocation for FY 2002	4,431,000	1/			
Allocations through FY 2002	29,969,000	52%			
Allocation Requested for FY 2003	13,100,000	86%			
Programmed Balance to Complete after FY 2003	13,881,000				
Unprogrammed Balance to Complete after FY 2003	0				

1/ Reflects \$843,000 reduction assigned as savings and slippage.

PHYSICAL DATA

Dredging 5,950 cubic yards

Division: South Atlantic

District: Jacksonville

Miami Harbor Channel, FL

4 February 2002

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JUSTIFICATION: The port is the largest cruise ship terminal in the world as well as a major commercial harbor in Florida. Over 2.5 million passengers and 2.4 million tons of cargo passed through the harbor in 1986. Additionally, expansion of the port facilities has been occurring over the past several years. The June 1989 Feasibility Report identified problems with inadequate channel depths for deep draft navigation, an inadequate turning basin for vessels calling at Lummus/Dodge Island, and inadequate channel widths in the bar cut turn and in Government cut. Average annual benefits are as follows:

Annual Benefits	Amount
Navigation General Commercial	\$ 9,169,000
Total	9,169,000

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue Dredging Contract	\$ 11,685,000
Engineering and Design	(458,000)
Construction Management	1,873,000
Total	13,100,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction And Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, and dredged material Disposal areas.	\$ 64,000	
Modify or relocate utilities, roads, bridges, and other facilities, where Necessary for the construction of the project	2,761,000	
Pay 35 percent of the costs or 100% of the unapproved costs allocated		
To deep draft navigation during construction	30,659,000	
Pay 100% of the costs associated with dredging berthing areas.	2,716,000	
Total Non-Federal Cost	36,200,000	

Division: South Atlantic

District: Jacksonville

Miami Harbor Channel, FL

4 February 2002

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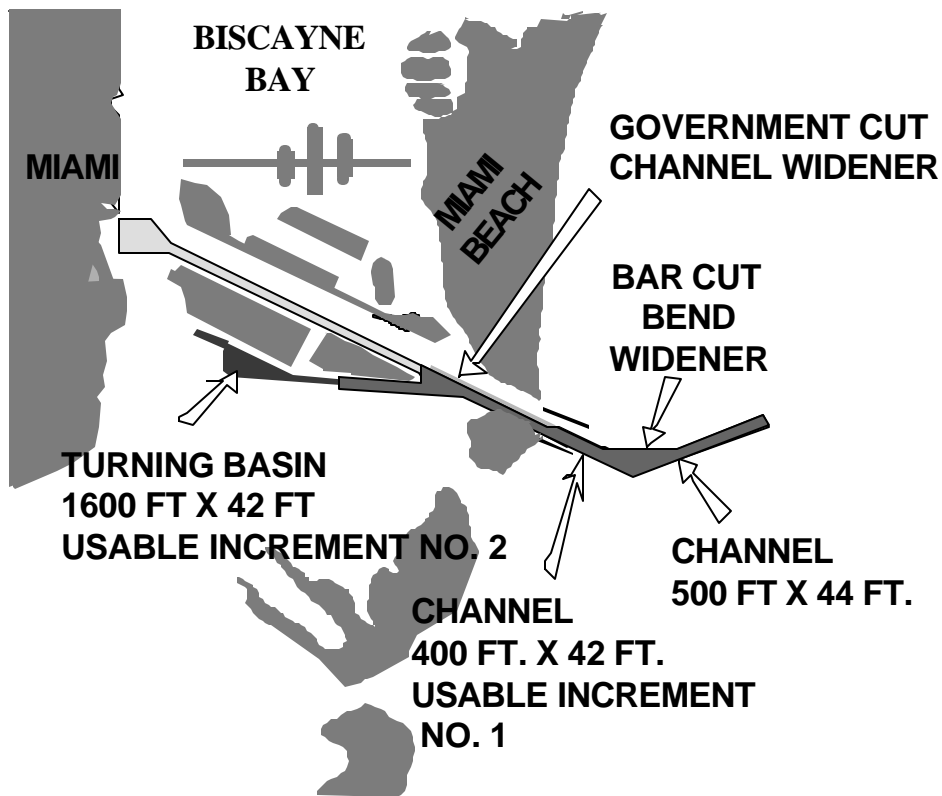
STATUS OF LOCAL COOPERATION: The local sponsor is the Miami Port Authority. The Port Authority awarded the Phase II contract in September 1994. An agreement for reimbursement under Section 204(e) of the Water Resources Development Act of 1986 was executed on 1 November 1991 and amended 5 August 1996, 22 August 1997, and 3 July 2001. A new Project Cooperation Agreement is scheduled to be executed in May 2002.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$56,950,000 is an increase of \$6,695,000 from the latest estimate of \$50,255,000 presented to Congress (FY 2002). This change includes the following:

Item	Amount
Price Escalation on Construction Features	\$ 893,000
Design Changes	8,486,000
Schedule Change	-2,684,000
Total	6,695,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final Environmental Impact Statement and Section 404(b)(1) report were filed with EPA on 22 September 1991.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1989. Funds to initiate construction were appropriated in FY 1992. Phase I of the project was completed in August 1994. Phase II is scheduled for completion in September 2004. The remainder of Phase II is being taken over by the Corps of Engineers and a new Project Cooperation Agreement will be executed.



DISPOSAL AREA
5 MILES
OFFSHORE (EAST)

MITIGATION SITE
OLETA RIVER STATE
PARK 8 MILES NORTH



**MIAMI HARBOR,
FLORIDA**

APPROPRIATION: Construction, General - Channels and Harbors (Navigation)

PROJECT: Panama City Harbor, Florida, (Continuing)

LOCATION: Panama City Harbor project is located in the northwest Florida panhandle on St. Andrew Bay, at Panama City, in Bay County, Florida, about 105 miles east of Pensacola, Florida.

DESCRIPTION: The proposed plan of improvement consists of deepening the Approach Channel to 42 feet in the gulf and to 40 feet across Lands End and into the bay to intersect with a 7-mile channel 38 feet deep and 300 feet wide from Dyers Point to Bay Harbor. The plan also includes turning basins at Dyers Point and Bay Harbor of 55 acres and 42 acres, respectively, also to a depth of 38 feet, and a 177-acre anchoring and loading basin for LASH-type internodal carriers, 40 feet deep, near the inner end of the main entrance channel.

Phase I, which is a separable element of the project, consists of deepening the existing Gulf Channel from 34 feet to 38 feet; deepening the Inner Bay Channel from 32 feet to 36 feet; and constructing a new 36 feet deep branch channel from the Inner Bay Channel to Dyers Point with a turning basin area of 55 acres along the existing southern bulkhead at Dyers Point. The total length of the proposed project channel is about 8.3 miles. In addition, to provide the design dimensions of the navigation channel throughout the 2-year maintenance cycle, two sediment trap basins will be constructed inside the Gulf Approach Channel. Phase I is programmed work.

The remaining portion of the project is unprogrammed.

AUTHORIZATION: Section 201 of the Flood Control Act of 1965.

REMAINING BENEFIT-REMAINING COST RATIO: 1.7 to 1 at 7 1/8 percent for Phase I.

TOTAL BENEFIT-COST RATIO: 1.0 to 1 at 7 1/8 percent for Phase I.

INITIAL BENEFIT-COST RATIO: 1.04 to 1 at 7 1/8 percent for Phase I (FY 2000).

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available evaluation, which is contained in the General Reevaluation Report (GRR) approved in August 1995 at October 1994 price levels.

SUMMARIZED FINANCIAL DATA

				ACCUM PCT OF EST FED COST		
Estimated Appropriation Requirements (COE)		\$ 25,382,000	Allocation to 30 September 2001	\$2,832,000		
Programmed Construction	\$ 5,692,000		Conference Allowance for FY 2002	1,215,000		
Unprogrammed Construction	19,690,000		Allocation for FY 2002	1,021,000	4/	
Estimated Appropriation Requirement (U.S.C.G.)		251,000	Allocation Through FY 2002	3,853,000	15	
Programmed Construction	120,000		Allocation Requested for FY 2003	1,645,000	22	
Unprogrammed Construction	131,000		Programmed Balance to Complete			
Estimated Total Appropriation Requirement		25,633,000	after FY 2003	194,000		
Programmed Construction	5,812,000		Unprogrammed Balance to Complete			
Unprogrammed Construction	19,821,000		after FY 2003	19,690,000		
Future Non-Federal Reimbursement		3,042,000				
Programmed Construction	759,000		4/ Reflects \$194,000 reduction assigned as savings and slippage.			
Unprogrammed Construction	2,283,000					
Estimated Federal Cost (Ultimate)(COE)		22,340,000				
Programmed Construction	4,933,000					
Unprogrammed Construction	17,407,000					
Estimated Non-Federal Cost		12,009,000	STATUS	PERCENT	PHYSICAL	
Programmed Construction	2,820,000		(1 Jan 2002)	COMPLETE	COMPLETION	
Cash Contributions	1,898,000		Phase I Const.	0	Sep 04	
Other Costs	163,000		(Not started)			
Reimbursement	759,000		Remainder	0	Indefinite	
Unprogrammed Construction	9,189,000		Entire Project	0	Indefinite	
Cash Contributions	6,564,000					
Other Costs	342,000					
Reimbursement	2,283,000	7,873,000				
Total Estimated Programmed Construction Cost		26,727,000				
Total Estimated Unprogrammed Construction Cost		34,600,000				
Total Estimated Project Cost						

PHYSICAL DATA

CHANNELS: Deepen the Gulf Approach Channel from 34 feet to 38 feet at existing width of 450 feet. Deepen the Inner Bay Channel from 32 feet to 36 feet at existing width of 300 feet. Extend Inner Bay Channel at 36 feet deep and 300 feet wide to Dyers Point Terminal, and construct a new turning basin area of about 55 acres to a depth of 36 feet. Construct two new sediment trap basins. The deep draft ship channel will be 8.3 miles in length.

JUSTIFICATION: Panama City Harbor is located on the Gulf Coast at Panama City, Florida in Bay County. Between 1988 and 1998 total shipments have ranged from 2.5 million tons to 3.4 million tons. Major commodities include coal, petroleum products, forest products, iron and steel, sand and gravel and paper products.

The primary beneficiaries of a deeper channel is will include imports of liquid asphalt, limestone, granite and molasses. The liquid asphalt originates in Tampico, Mexico and Caracas, Venezuela. The granite originates in Nova Scotia, the limestone originates in the Bahamas, and the molasses originates in Coatzacoalcas, Mexico. These commodities primarily serve the market area between Fort Walton Beach, Florida in the west and Port St. Joe, Florida in the east. There is some potential for coal imports from Venezuela and Columbia in the future, however these shipments have not yet materialized and are now regarded as somewhat speculative. Vessel operators are expected to continue the practice of maintaining four feet of underkeel clearance in the Entrance channel and two feet of underkeel clearance in the Inner Harbor channel.

Based on estimates, average annual commercial navigation benefits are estimated to amount to \$937,600. In addition, incidental recreation benefits may occur from placement of "beach quality" dredged material along the Florida shoreline.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue Construction	\$1,290,000
Planning, Engineering and Design	139,000
Construction Management	216,000
Total	\$1,645,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the Non-Federal sponsor must comply with the requirements listed below.

	Payments During Construction And Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, And Replacement Costs
Requirements of Local Cooperation		
Phase I		
Pay 25% of the costs allocated to general navigation facilities during construction.	1,898,000	0
Reimburse an additional 10 percent of the costs of general navigation features Allocated to commercial navigation within a period of 30 years following completion of Construction, as partially reduced by a credit allowed for the value of lands, easements, Disposal areas provided for commercial navigation.	759,000	0
Pay 100 percent of the cost allocated to berthing area dredging (without credit).	163,000	0

	Payments During Construction And Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, And Replacement Costs
Remainder		
Provide lands, easements, rights of way, and borrow and excavated or Dredged material disposal areas.	\$ 258,000	\$ 0
Pay 25% of the costs allocated to general navigation facilities during construction.	6,564,000	0
Reimburse an additional 10 percent of the costs of general navigation features Allocated to commercial navigation within a period of 30 years following completion of Construction, as partially reduced by a credit allowed for the value of lands, easements, Disposal areas provided for commercial navigation.	2,283,000	0
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary For the construction of the project.	84,000	0
Total Non-Federal Cost	\$ 12,009,000	

STATUS OF LOCAL COOPERATION:

The Non-Federal sponsor is the Panama City Port Authority at Panama City, Florida. The Panama City Port Authority provided a Letter of Intent on 14 June 1989 to sponsor construction. The Project Cooperation Agreement is scheduled to be signed in June 2002. The sponsor will provide berthing areas valued at \$163,000.

On 29 May 1997, Florida Seaports Transportation Economic Development Council approved the Panama City Harbor Deep Draft Navigation Project which was submitted for funding. These trust funds will aid the non-Federal sponsor in meeting their share of the project in FY 2002.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$25,382,000, is a decrease of \$365,000 from the latest estimate of \$25,747,000 presented to Congress (FY 2002). This change includes the following items:

Item	Amount
Design Changes	\$ 365,000
Total	\$ 365,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: In accordance with the requirements of the National Environmental Policy Act, a Draft Environmental Impact Statement (DEIS) for the entire Panama City Harbor navigation project was filed with the President's Council on Environmental Quality December 10, 1975. The DEIS was coordinated with all applicable Federal, state and local agencies and the interested public.

An EA and FONSI addressing potential impacts associated with the proposed channel improvements was signed on May 18, 1995. The EA and FONSI addressed impacts associated with the construction of a 38-foot deep, 450-foot wide Gulf Approach Channel, which narrows to a 300-foot width about halfway through the inlet throat, and a 36-foot deep channel within the St. Andrew Bay to Dyers Point Terminal and the placement of approximately 1.3 million cubic yards of dredged material from the channel located in St. Andrew Bay. The EA also addressed impacts associated with the construction of two sediment basins and maintenance dredging and placement activities for the Gulf Approach Channel, inner channel and sediment basins. This included the proposed placement of material from these channels on a designated section of the St. Andrews State Park Beach and/or the nearshore littoral zone and/or the Gator Lake Placement area. The EA addressed impacts associated with the construction of a 1000-foot wide turning basin at Dyers Point Terminal and the deepening of the Dyers Point Terminal Channel. Material dredged from the channel would be placed in deeper waters of the channel utilizing either a hydraulic cutterhead dredge with submerged pipeline discharge or water injection dredging.

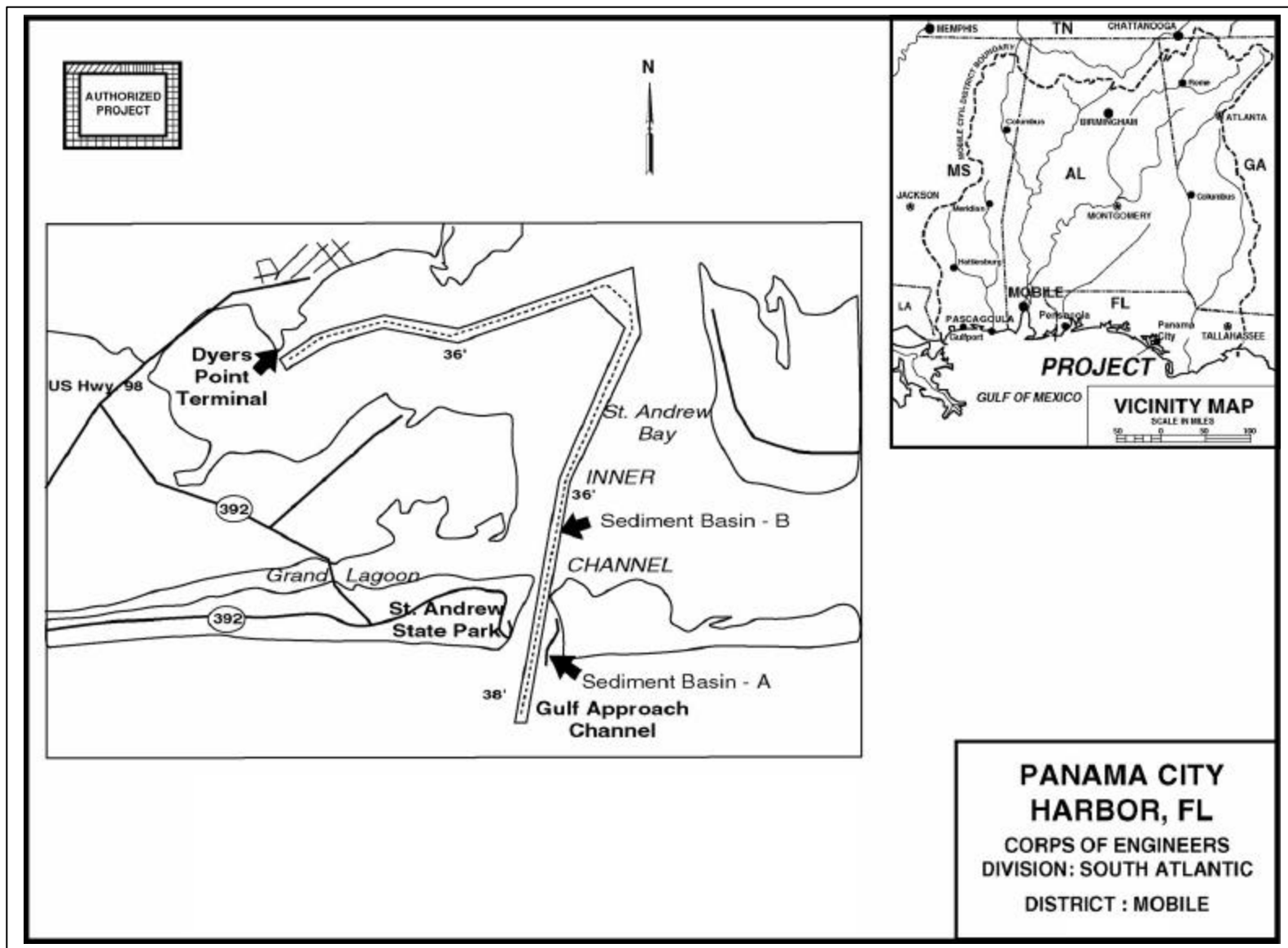
OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1990. Funds to initiate construction were appropriated in Fiscal Year 2000.

SUMMARIZED FINANCIAL DATA FOR PHASE I:

Estimated Appropriation Requirements (COE)	\$5,692,000
Estimated Appropriation Requirements (U.S.C.G.)	120,000
Estimated Total Appropriation Requirements	5,812,000
Future Non-Federal Reimbursement	759,000
Estimated Federal Cost (Ultimate)(COE)	4,933,000
Estimated Non-Federal Cost	2,820,000
Cash Contribution	\$1,898,000
Other Cost	163,000
Reimbursements	759,000
Total Estimated Project Cost	7,873,000

REMAINING BENEFIT-REMAINING COST RATIO: 2.0 to 1 at 7 1/8 percent.

TOTAL BENEFIT-COST RATIO: 1.4 to 1 at 7 1/8 percent.



APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Brunswick Harbor, Georgia (Continuing)

LOCATION: Brunswick Harbor is located in an estuary along the Atlantic Coast approximately 80 miles south of Savannah, Georgia and 70 miles north of Jacksonville, Florida. An entrance channel 9 miles in length is maintained from the mouth of the harbor, Station 0+000 to Station -52+500B. The port's primary docks and terminals are located on the east bank of East River in the City of Brunswick. The remaining docks and terminals are situated along the south bank of South Brunswick River on Colonel's Island, located in Glynn County.

DESCRIPTION: The recommended project consists of deepening the Bar Channel from -32 feet mlw to -38 feet mlw; deepening the Inner and Upper Harbor Channels from -30 feet mlw to -36 feet mlw; constructing a new turning basin in the Upper East River Channel approximately 1,100 feet by 1,100 feet and deauthorizing the existing East River turning basin; raising the dikes at Andrews Island disposal site from approximately +26 feet mlw to approximately +35 feet mlw; widening the channel at the new Sidney Lanier Bridge from 200 to 400 feet; widening approximately 10,000 feet of the Turtle River Lower Range from 300 to 400 feet; widening approximately 5,750 feet in the Upper East River Channel from 350 to 400 feet; and expanding the Lower Turtle River turning basin to approximately 2,500 feet by 1,150 feet.

AUTHORIZATION: Water Resources Development Act of 1999.

REMAINING BENEFIT - REMAINING COST RATIO: 2.2 to 1 at 6 7/8 percent.

TOTAL BENEFIT - COST RATIO: 1.9 to 1 at 6 7/8 percent.

INITIAL BENEFIT - COST RATIO: 1.9 to 1 at 6 7/8 percent (FY 2001).

BASIS OF BENEFIT - COST RATIO: Benefits are from the latest available evaluation contained in the Brunswick Harbor Deepening Feasibility Report dated March 1998 at October 1998 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	41,461,000		Entire Project	12	Jun 2006
Future Non-Federal Reimbursement	5,504,000				
Estimated Federal Cost (Ultimate)	35,957,000				
Estimated Non-Federal Cost					
Cash Contributions	13,829,000				
Other Costs	28,000				
Reimbursements	5,504,000				
Total Estimated Project Cost	55,318,000				
Allocations to 30 September 2001	2,044,000				
Conference Allowance for FY 2002	7,000,000				
Allocation for FY 2002	5,031,000	1/			
Allocations through FY 2002	7,075,000	17			
Allocation Requested for FY 2003	11,116,000	44			
Programmed Balance to Complete after FY 2003	23,270,000				
Unprogrammed Balance to Complete after FY 2003	0				

1/ Reflects \$1,119,000 reduction assigned as savings and slippage and \$850,000 reprogrammed from the project.

PHYSICAL DATA

Channels:

Deepen Inner and Upper Harbor Channels from -30' mhw to -36' mhw. Deepen Bar Channel from -32' mhw to -38' mhw. Widen the Channel at new Sidney Lanier Bridge from 200' to 400'. Widen 10,000' of Turtle River Lower Range from 300' to 400'. Widen 5,750' in Upper East River Channel from 350' to 400'.

Turning Basin: Construct new turning basin in Upper East River Channel 1,100' by 1,100'. Expand Lower Turtle River turning basin 2,500' by 1,150'.

Disposal Site:

Raise dikes at Andrews Island from approximately +26' mhw to approximately +35' mhw.

JUSTIFICATION: The harbor consists of 28 miles of channel, including nine miles of entrance channel and two turning basins. Existing authorized project depths consist of -30 feet mhw in the Inner Harbor and -32 feet mhw in the Bar Channel. Overall tonnage has increased for the fifth consecutive year. A total of 2.3 million tons in fiscal year 1997 reflects a 24 percent increase over the previous fiscal year. However, current imports and exports through the port continue to be limited by insufficient channel depth in the form of tidal delays and light loading. This problem is most acute with bulk and breakbulk carriers, although the automobile carriers experience some tidal delay. As traffic continues to increase and as vessels in the world fleet continue to grow in size due to the retirement of smaller ships, the problem will be exacerbated in the future. Average annual benefits for commercial navigation are \$6,651,000.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Initiate Construction	10,200,000
Planning, Engineering and Design	96,000
Construction Management	820,000
Total	\$11,116,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, and dredged material disposal areas.		28,000
Pay 25 percent of the costs allocated to general navigation facilities during construction and pay 50 percent of the costs of incremental maintenance below 45 feet below mean low water.	13,829,000	50,000
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction as partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations, and dredged material disposal areas provided for commercial navigation.	5,504,000	
Total	19,361,000	78,000

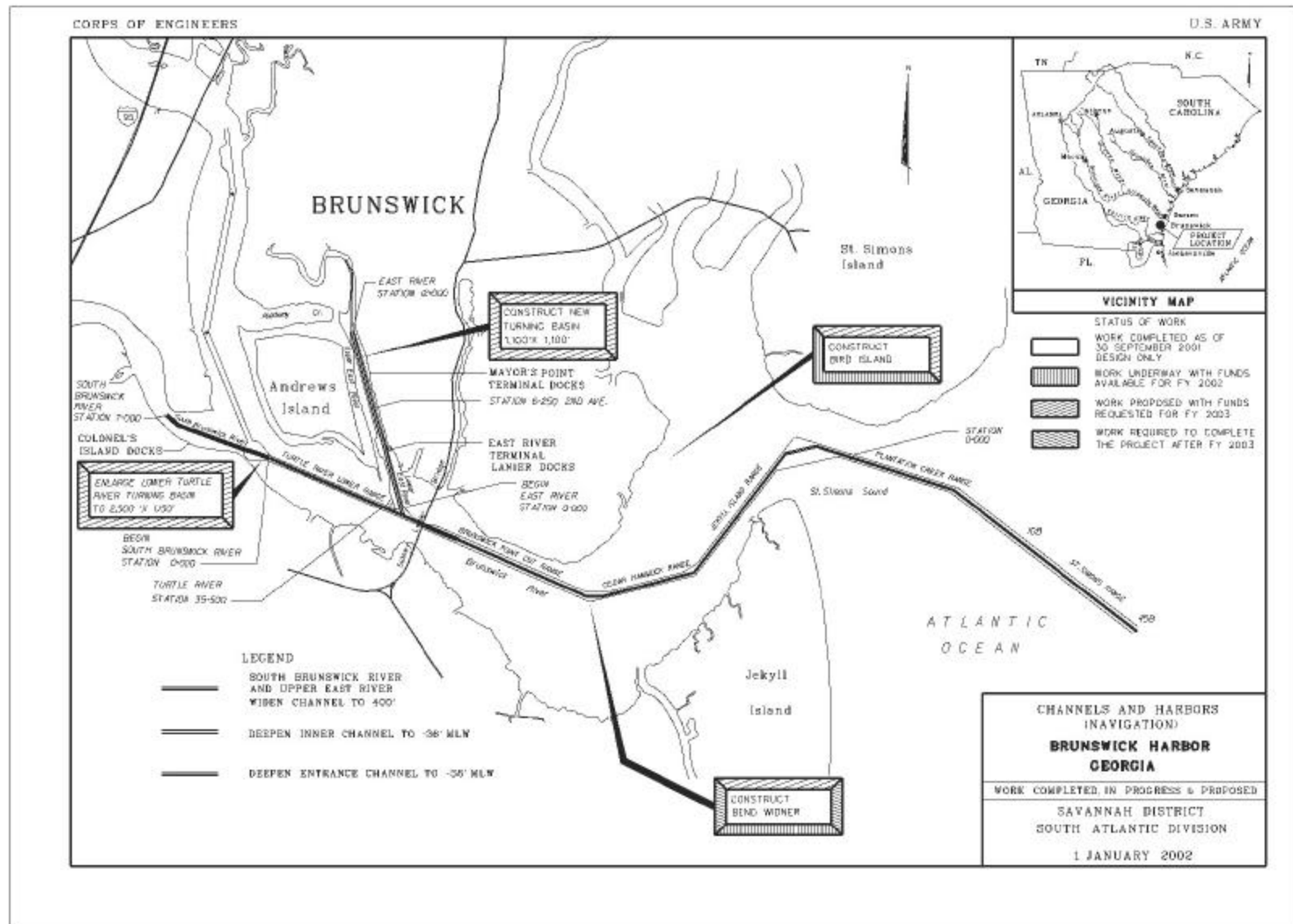
The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs within a period of 30 years following completion of construction.

STATUS OF LOCAL COOPERATION: The Georgia Ports Authority (GPA) has been the local sponsor for the Feasibility and PED phases and will provide funds through the local sponsor, GA DOT for the construction phase. The GPA expects to fund its share of project construction with monies provided by a letter of credit. The Project Cooperation Agreement is scheduled to be executed in February 2002.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$41,461,000 is the same as the latest estimate presented to Congress (FY 2002).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final EIS was filed with EPA on 12 June 1998.

OTHER INFORMATION: Construction General funds to initiate construction were appropriated in FY 2001. A mitigation plan was developed to compensate for the unavoidable losses of 18.1 acres of spartina saltmarsh due to the project. The plan calls for restoration of 45 acres of non-functioning wetlands at an estimated cost of \$2,700,000. A monitoring program will be implemented to ensure that the restoration action is functioning as intended.



APPROPRIATION TITLE: Construction, General – Channels and Harbors (Navigation)

PROJECT: Lower Savannah River Basin, Georgia and South Carolina (Continuing)

LOCATION: The project is located on the Savannah River between river mile 40.9 and river mile 42.0, approximately 20 river miles above the city of Savannah, Georgia. The project area itself is located within Effingham County, Georgia and Jasper County, South Carolina. A portion of the project is within the Federal Savannah National Wildlife Refuge.

DESCRIPTION: The Lower Savannah River Basin Environmental Restoration Project includes construction of a partial diversion structure at the entrance to navigation cut #3 and cutoff bend #3 (river mile 40.9), improvements to the channel to the mouth of Bear Creek to restore flows, and restoration of the mouth of Mill Creek (river mile 42.0). A 5-year monitoring program following completion of construction will evaluate the effectiveness of the project.

AUTHORIZATION: Water Resources Development Act of 1996.

REMAINING BENEFIT - REMAINING COST RATIO: N/A

TOTAL BENEFIT - COST RATIO: N/A

INITIAL BENEFIT - COST RATIO: Benefits are non-monetary and a benefit-cost ratio was not developed.

BASIS OF BENEFIT - COST RATIO: N/A

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		3,585,000	Entire Project	26	Apr 2003
Estimated Non-Federal Cost		1,195,000			
Cash Contributions	1,165,000				
LERR&D	30,000				
Total Estimated Project Cost		4,780,000			
Allocations to 30 September 2001		824,000			
Conference Allowance for FY 2002		1,300,000			
Allocation for FY 2002		2,511,000	1/		
Allocations through FY 2002		3,335,000		93	
Allocation Requested for FY 2003		250,000		100	
Programmed Balance to Complete after FY 2003		0			
Unprogrammed Balance to Complete after FY 2003		0			

1/ Reflects \$208,000 reduction assigned as savings and slippage and \$1,419,000 reprogrammed into the project.

PHYSICAL DATA

Diversion Structure:

Constructed of riprap approximately 1/3 the width of the river.

Improvements to Mouth of Bear Creek:

Reorient the mouth so it faces upstream; construct narrow approach channel; plug cutoff bend #3.

Restoration of Mill Creek:

Relocate and realign the mouth toward the river flow; sediment removal at the mouth.

JUSTIFICATION: The River and Harbor Act of 1950 authorized a 9-foot Federal navigation project extending from Augusta, Georgia to the upper limit of Savannah Harbor in Savannah, Georgia. As a method to improve navigation on the river, cuts were installed in the 1960's and 1970's. These cuts straightened and shortened the river course and, as a result, channeled flow away from the original watercourse. Depletion of natural river flows through the cutoff bends has resulted in rapid siltation and loss of flow to creeks originating at the bends and their surrounding wetland areas. The project will restore the natural flow regime in creeks and wetland areas while simultaneously restoring the environment and wildlife habitat to their pre-navigation conditions. Without environmental restoration, aquatic habitat will diminish and forested wetlands, which require periodic inundation, will be irreversibly degraded. Environmental benefits, which would accrue from the project, consist of fish habitat and bottomland hardwoods. In addition, improvements to the environment will directly benefit at least nine species of plants and animals found on the Federal list of threatened and endangered species, including the shortnose sturgeon, peregrine falcon, bald eagle, and wood stork. Benefits are non-monetary.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue Construction	\$ 225,000
Planning, Engineering and Design	5,000
Construction Management	20,000
Total	\$ 250,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of local Cooperation		
Total Non-Federal Costs	1,195,000	

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The city of Savannah, Georgia is the non-Federal project sponsor. The Project Cooperation Agreement was executed in July 2000. The city has successfully participated in several cost shared projects with the Federal government. During recent bond issuance planning, the financial needs for the project were taken into account. The city continues to maintain an AA bond rating.

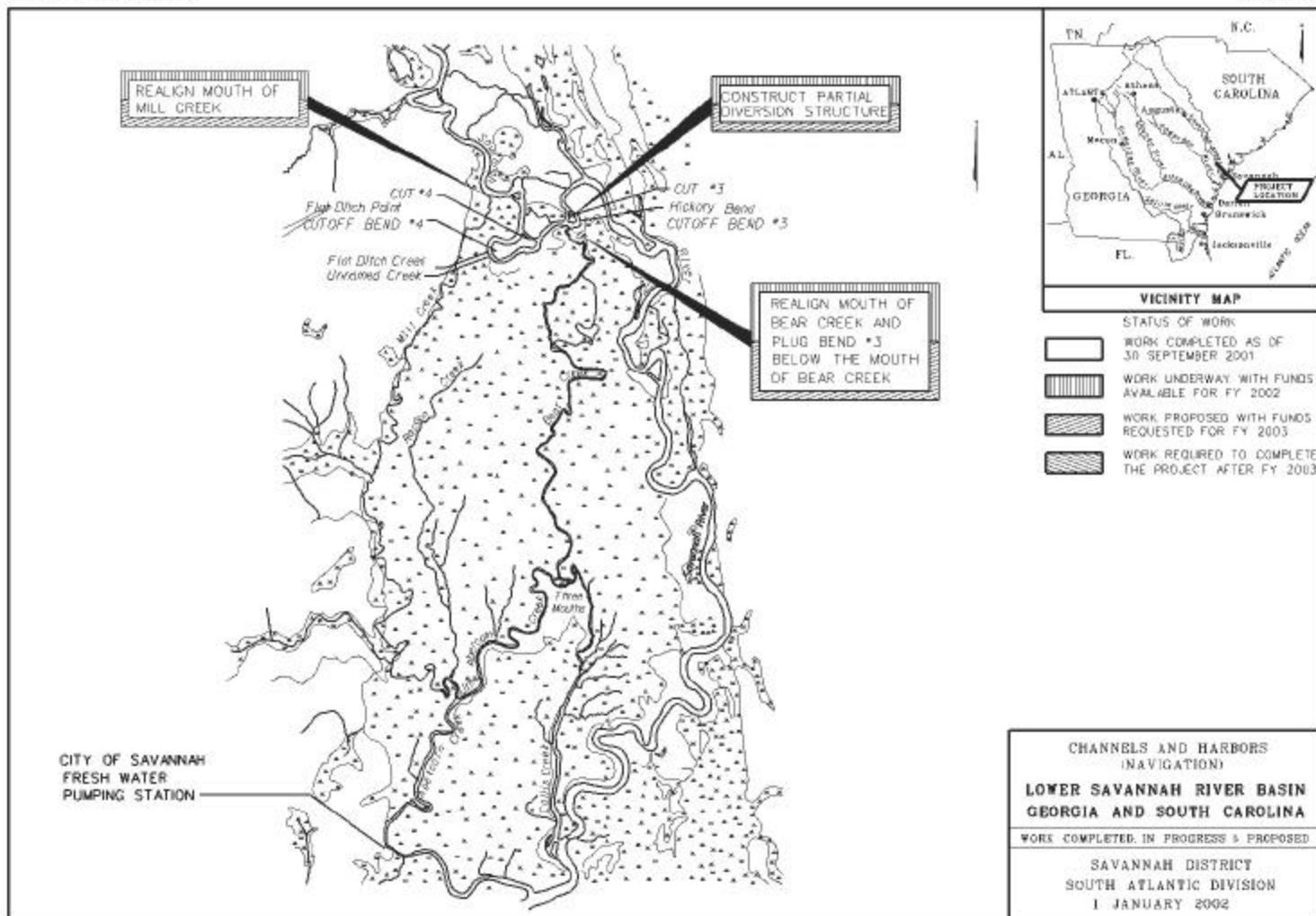
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$3,525,000 is an increase of \$358,000 from the latest estimate (\$3,167,000) presented to Congress (FY 2002). This change includes the following item:

Item	Amount
Price Escalation Adjustment	\$ 358,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment (EA) was prepared for the project and a Finding of No Significant Impact was signed on March 22, 1996.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1996. Funds to initiate construction were appropriated in FY 2000. There will be minimal operation and maintenance associated with this project. The city of Savannah is 100 percent responsible for all normal operation and maintenance. All project features are designed to not require maintenance over the 50-year project life.

Provisions are included for monitoring the results of the project for a period of five years beginning one year prior to construction. Within the project area, the U.S. Geological Survey will assess stream flow and water quality at various locations and the U.S. Fish and Wildlife Service will make periodic field observations of the conditions of the creeks and forested wetlands.



APPROPRIATION: Construction, General - Channels and Harbors (Navigation)

PROJECT: Pascagoula Harbor, Mississippi (Continuing)

LOCATION: Pascagoula Harbor project is located on the Gulf Coast, at Pascagoula, in Jackson County, Mississippi, about 100 miles east of New Orleans, Louisiana, and 32 miles west of the entrance to Mobile Harbor, Alabama. The deep draft ship channel runs southward from Pascagoula through Mississippi Sound into deep water in the Gulf of Mexico.

DESCRIPTION:

PHASE I (COMPLETED): Constructed a new turning basin at the present project depth of 38 feet at the mouth of Bayou Casotte, widened the Gulf approach channel to 450 feet and the Horn Island Pass Channel to 600 feet, and relocated the Horn Island Pass 300 feet to the west.

PHASE II: The proposed plan of improvement is to widen the Bayou Casotte Channel from the junction with the Lower Pascagoula Channel to the mouth of Bayou Casotte to 350 feet; deepen the Bar Channel from its origin in the Gulf, the 44 foot contour (MLLW), to the transition at the north end of Horn Island Pass to 44 feet, the nominal 42-foot project depth with 2 feet of additional depth as an allowance for wave action; deepen the Lower Pascagoula and Bayou Casotte Channels to 42 feet; deepen the turning basin located at the mouth of the Bayou Casotte Harbor and the 1,200-foot project extension north of the turning basin to 42 feet; and deepen the two impoundments along the east side of Horn Island Pass and the Bar Channel to 44 feet. Construct a 168 acre dredged material disposal facility.

An additional phase of the authorized project will be constructed as related to priority of needs and the non-federal sponsor's willingness and capability to participate. The additional phase of work is currently unprogrammed.

AUTHORIZATION: Water Resources Development Act of 1986.

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable for Phase I because construction is complete; 4.3 to 1 at 7 5/8 percent for Phase II.

TOTAL BENEFIT-COST RATIO: 1.14 to 1 at 8 ½ percent for Phase I; 0.9 to 1 at 7 5/8 percent for Phase II.

INITIAL BENEFIT-COST RATIO: 1.14 to 1 at 8 ½ (FY 1994) for Phase I; 1.2 to 1 at 7 5/8 percent (FY 1998) for Phase II.

BASIS OF BENEFIT-COST RATIO: Benefits for Phase I are from the General Design Memorandum approved in June 1992 at October 1991 price levels.
Benefits for Phase II are from the Limited Reevaluation Report prepared in April 1997 at October 1997 price levels.

SUMMARIZED FINANCIAL DATA

				ACCUM PCT OF EST FED COST		
Estimated Appropriation Requirements (COE)		\$46,849,000	Allocation to 30 September 2001	\$30,757,000		
Programmed Construction	38,213,000		Conference Allowance for FY 2002	1,930,000		
Unprogrammed Construction	8,636,000		Allocation for FY 2002	1,622,000	1/	
Estimated Appropriation Requirement (USCG)		738,000	Allocation Through FY 2002	32,379,000		69
Programmed Construction	689,000		Allocation Requested for FY 2003	2,476,000		74
Unprogrammed Construction	49,000		Programmed Balance to Complete			
Estimated Total Appropriation Requirement		47,587,000	after FY 2003	3,358,000		
Programmed Construction	38,902,000		Unprogrammed Balance to Complete			
Unprogrammed Construction	8,685,000		after FY 2003	8,636,000		
Non-Federal Reimbursement		6,247,000	1/ Reflects \$308,000 reduction as savings and slippage.			
Programmed Construction	5,095,000					
Unprogrammed Construction	1,152,000					
Estimated Federal Cost (Ultimate)(COE)		40,602,000	STATUS	PERCENT	PHYSICAL	
Programmed Construction	33,118,000		(1 Jan 2002)	COMPLETE	COMPLETION	
Unprogrammed Construction	7,484,000		Construction			
Estimated Non-Federal Cost		27,260,000	Phase I	100	Sep 1996	
Programmed Construction	23,229,000		Phase II	85	Sep 2004	
Cash Contributions	12,738,000		Remainder	0	Indefinite	
Other Costs	5,396,000		Entire Project	69	Indefinite	
Reimbursements	5,095,000					
Unprogrammed Construction	4,031,000					
Cash Contributions	2,879,000					
Other Costs	0					
Reimbursements	1,152,000					
Total Est. Programmed Construction Cost						
Total Est. Unprogrammed Construction Cost		57,036,000				
Total Estimated Cost		11,564,000				
		68,600,000				

PHYSICAL DATA:

Phase I (Complete) – Construct new turning basin at 38 feet depth at Bay of Casotte, widen the Gulf approach channel to 450 feet and the Horn Island Pass Channel to 600 feet, and relocate Horn Island Pass 300 feet to the west.

Phase II – Deepen and widen Bayou Casotte Channel from 38 feet by 225 feet to 42 feet by 350 feet, deepen Lower Pascagoula Channel from 38 feet to 42 feet, deepen Horn Island Pass and Bar Channel from 40 feet to 44 feet, and construct Confined Disposal Facility.

Phase II (Remainder) – Deepen Pascagoula River Channel from 38 feet to 42 feet.

JUSTIFICATION:

Pascagoula Harbor is located on the Gulf Coast at Pascagoula, Mississippi, in Jackson County. This deep-draft ship channel has a total length of 17.5 miles from the Pascagoula Inner Harbor to deep water in the Gulf of Mexico. The port is essential to the economy of the state and to Jackson County, the state's most industrialized county. The Pascagoula River channel serves Ingalls Shipbuilding, a grain elevator, the Navy Homeport and numerous lumber and breakbulk shippers. The Bayou Casotte Channel serves the Chevron refinery, the nation's seventh largest crude oil refinery. The channel also serves Mississippi Phosphates, and numerous breakbulk shippers from port facilities in the inner harbor. The Phase II evaluation includes deepening the entrance channel and Horn Island Pass including associated impoundment basins to 44 feet, deepening the Lower Pascagoula Channel to 42 feet, deepening and widening the Bayou Casotte Channel to 42 feet and 350 feet, respectively, terminating approximately 1,200 feet north of the southern turning basin which will also be deepened to 42 feet. Recommended project modifications would allow crude oil and petroleum coke vessels to load to deeper drafts realizing economies of scale. In addition, Halter Marine and Ham Marine, whose facility located at Bayou Casotte Harbor is dependent upon channel widening, will be able to service/build larger oil drilling rigs which are increasingly becoming industry standard. Benefits attributed to channel deepening and widening total \$2,571,998 annually. Crude oil imports benefiting from channel deepening will total 13,839,874 short tons annually, while petroleum coke exports will total 1,317,650 short tons annually. With a 350-foot wide Bayou Casotte Channel, the number of drill rigs serviced/built annually will range from 18 in the year 2000 to 23 by the year 2050.

Maintenance dredging of those segments of the federal project within Mississippi Sound is performed by pipeline or mechanical dredge. The disposal area at Greenwood Island has been determined to be unsuitable for continued use and a new site is currently being developed at the former Tenneco Site on the eastern shore of Bayou Casotte. This new site will replace all the functions of the Greenwood Island site. Material dredged from the mouth of Pascagoula River and Bayou Casotte southward is placed in open water disposal areas west of the channels. Provisions have also been made for placing this material in the Pascagoula Ocean Dredged Material Disposal Site (ODMDS) in the Gulf of Mexico on an as needed basis. Maintenance dredging in the Horn Island Pass is performed on an as needed basis with maintenance material being placed in adjacent Disposal Area 10, the littoral zone disposal area, and in the ODMDS. The average annual benefits for the Phase II project are \$2,571,998 all for commercial navigation.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue Construction of Confined Disposal Facility	\$ 2,069,000
Planning, Engineering and Design	100,000
Construction Management	307,000
Total	\$ 2,476,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
PHASE I:		
Pay 25% of the cost allocated to general navigation facilities during construction.	\$ 3,352,000	\$ 0
Reimburse an additional 10% of the costs allocated to general navigation facilities within a period of 30 years following completion of construction.	1,341,000	0
PHASE II:		
Modify or relocate pipeline facility where necessary for the construction of the project	4,204,000	0
Pay 25% of the costs allocated to general navigation facilities during construction.	9,386,000	0
Pay 100% of the cost allocated to berthing area dredging (without credit).	542,000	0
Provide lands easements, rights of way, for dredged material disposal facility.	650,000	0

Division: South Atlantic

Division: Mobile

Pascagoula Harbor, MS

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	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of Local Cooperation		
Reimburse an additional 10 % of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as entirely reduced by a credit allowed for the value of relocations provided for commercial navigation.	3,754,000	0
REMAINDER:		
Pay 25% of the cost allocated to general navigation facilities during construction.	2,879,000	0
Reimburse an additional 10% of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, partially reduced by a credit allowed for the value of relocations provided for commercial navigation.	1,152,000	0
Total Non-Federal Costs	\$ 27,260,00	0

The non-Federal sponsor has agreed to make all required payments concurrently with project construction and reimburse its share of construction costs within a period of 30 years following completion of construction.

STATUS OF LOCAL COOPERATION: The local sponsor for Phase II is the Jackson County Port Authority (JCPA) at Pascagoula, Mississippi. The Project Cooperation Agreement (PCA) for dredging was signed in April 1999. The Mississippi State Legislature passed House Bill 1681 to issue general obligation bonds for improvements at the Port of Pascagoula to be used towards the Non-Federal share of the project.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$46,849,000 is a decrease of \$940,000 from the latest estimate of (\$47,789,000) presented to Congress (FY 2002). This change includes the following items:

Item	Amount
Post Contract Award and Other Estimating Adjustments (including contingency adjustments)	-\$940,000
Total	-\$940,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: In accordance with the requirements of the National Environmental Policy Act (NEPA) the Final Environmental Impact Statement (FEIS) for Pascagoula Harbor, Mississippi Navigation Improvements was filed with the Council on Environmental Quality on July 12, 1985. The State of Mississippi, Office of the Governor concurred with the FEIS by letter dated August 20, 1985. The Record of Decision (ROD) for commercial navigation improvements, Pascagoula Harbor, was signed by the U.S. Army Corps of Engineers, Director of Civil Works, July 24, 1992.

The FEIS addressed impacts associated with proposed channel improvements consisting of dredging approximately 14 million cubic yards of material for new work activities including deepening and widening the entrance channel to 44 feet by 550 feet from the Gulf of Mexico to the southern end of Horn Island Pass, then continuing the 44-foot depth through Horn Island Pass at a width of 600 feet with reconfiguration of the impoundment basin on Horn Island Pass to provide a 56-foot deep by 1500-foot long section within the channel limits. Within the Mississippi Sound and into the Pascagoula River, the channel would be deepened to 42 feet at the existing width of 350 feet. The channel into Bayou Casotte would be widened to 350 feet and deepened to 42 feet. Also included was a new 1,150-foot diameter turning basin just inside the mouth of Bayou Casotte.

New work material from the Pascagoula River inner harbor would be deposited in the Environmental Protection Agency (EPA) designated ocean dredged material disposal site (ODMDS) located approximately 3 miles south of Horn Island. New work material from the mouth of the Pascagoula River to the north end of Horn Island Pass and all of the Bayou Casotte channel material would also be disposed in the ODMDS. New work and maintenance material dredged from the entrance channel, including Horn Island Pass, would be disposed in a near-shore area between the -15 and -30 foot depth contours south of Horn Island and in the ODMDS.

The FEIS stipulated that maintenance material from the Pascagoula River channel would be placed in existing Triple Barrel disposal site and the expanded disposal area on Singing River Island. Maintenance material from Bayou Casotte would be placed in the Greenwood Island upland disposal site. Maintenance material from all channel segments within Mississippi Sound would be placed in previously used open water placement sites in Mississippi Sound. Since completion of the FEIS, the disposal area at Singing River Island has been utilized for the development of Naval Station Pascagoula. Future use of this area has been determined to best be associated with the expansion of the Naval Station or other military related uses. Placement of material from the channel segment that previously was deposited on Singing River Island is currently scheduled for the ocean dredged material disposal site until the dredged material management plan is revised. Greenwood Island was determined to be unsuitable for the continued placement of dredged material due to site contamination issues. This site has been replaced by the Bayou Casotte Dredged Material Placement Site on the former TENNECO site located directly across the channel from Greenwood Island. The dredged material management plan has been modified to accommodate this change.

The U.S. Environmental Protection Agency completed an FEIS in July 1991 designating the Pascagoula Ocean Dredged Material Disposal Site. This FEIS addressed impacts for the designation and use of the ODMDS and the transportation and placement of approximately 1 million cubic yards of maintenance material to be dredged by the U.S. Navy from the Upper Pascagoula segment of the Pascagoula Harbor navigation project (prior to channel improvements) and the approximately 12 million cubic yards of new work to be dredged from the construction of authorized improvements for the project.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design for the total project were appropriated in FY 1987. A Limited Reevaluation Report for Phase II was completed in July 1997. There are Fish and Wildlife Facilities scheduled to be constructed with the Phase II portion of the project. Their cost will be \$3,325,000. These funds will be used for wetland mitigation, specifically for geotubes for bank protection and wetland creation.

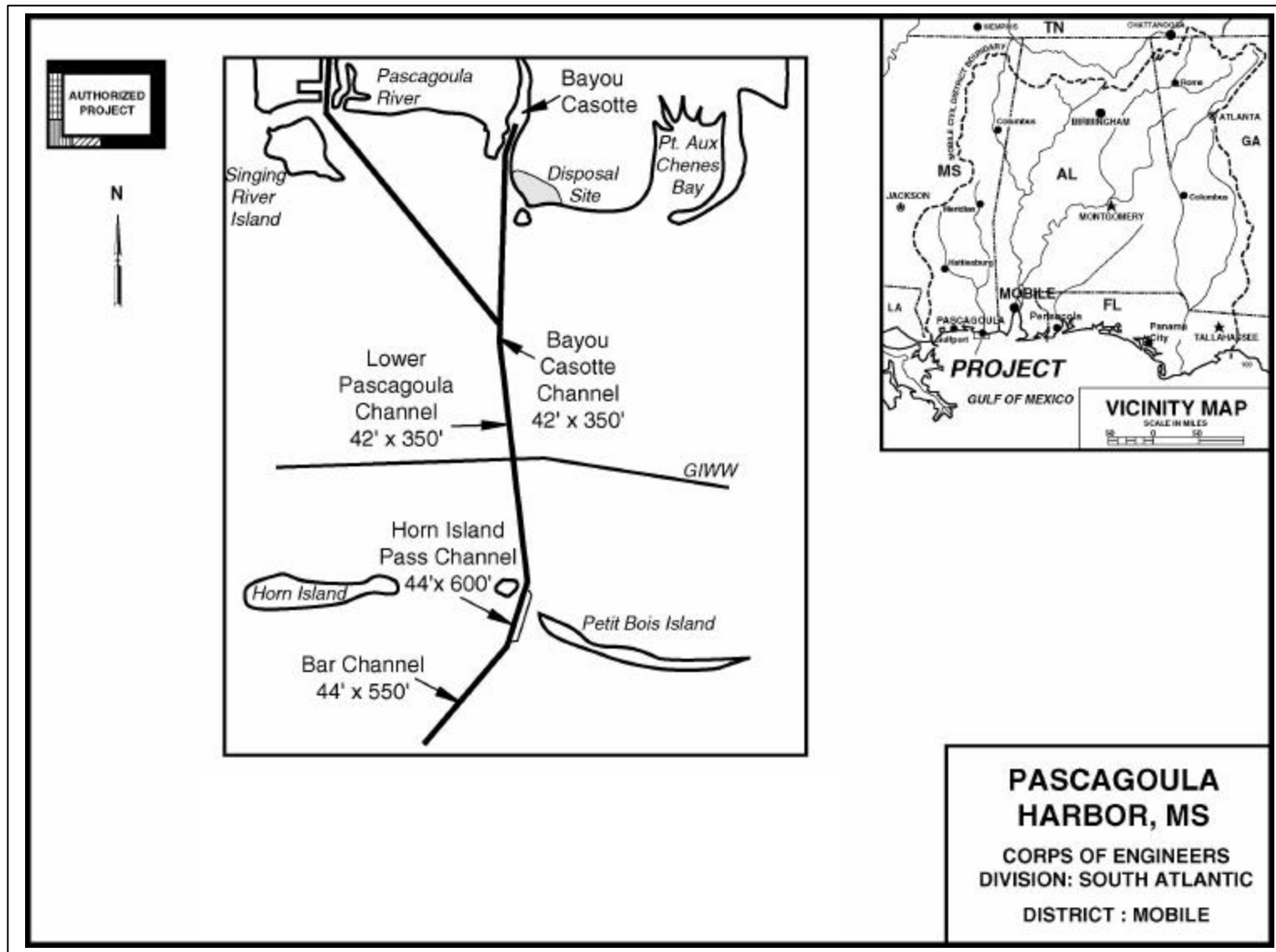
Phase II:

SUMMARIZED FINANCIAL DATA FOR PHASE II:

Estimated Appropriation Requirements (COE)	\$ 28,156,000
Estimated Appropriation Requirements (U.S.C.G.)	53,000
Estimated Total Appropriation Requirements	28,209,000
Future non-Federal Reimbursement	3,754,000
Estimated Federal Cost (Ultimate)(COE)	24,402,000
Estimated Non-Federal Cost	18,536,000
Cash Contributions	9,386,000
Other Costs	5,396,000
Reimbursements	3,754,000
Total Estimated Project Cost	\$ 42,991,000

REMAINING BENEFIT-REMAINING COST RATIO: 4.3 to 1 at 7 5/8 percent.

TOTAL BENEFIT-COST RATIO: 0.9 to 1 at 7 5/8 percent.



APPROPRIATION TITLE: Construction, General - Channel and Harbors (Navigation)

PROJECT: Wilmington Harbor, North Carolina (Continuing)

LOCATION: The project is located at Wilmington on the southeastern coast of North Carolina in New Hanover and Brunswick Counties.

DESCRIPTION: The project consists of two separable elements, the portion for deepening of the existing project and the portion for raising the dikes on Eagle Island dredged material disposal facility (DMDF) for maintenance of the existing project until the deepening is completed. The plan of improvement consists of deepening the ocean bar and entrance channels from the authorized depth of 40 feet to 44 feet; deepening the authorized 38-foot project to 42 feet up to and including the anchorage basin immediately upriver from the State Ports Authority dock, and extending the anchorage basin northward by 300 feet; widening the existing 400-foot wide channel to 600 feet over a total length of 6.2 miles including Lower and Upper Midnight and Lower Lilliput reaches; widen five turns and bends by 100 to 200 feet providing a total average channel width of 500 to 675 feet; widening the Fourth East Jetty Channel to 500 feet over a total length of 1.5 miles; deepening the 32-foot channel between Castle Street and the Hilton Railroad Bridge, the 32-foot turning basin just above the mouth of the Northeast Cape Fear River on the west side, and the 25-foot channel from the Hilton Railroad Bridge to 750 feet upstream all to a depth of 38 feet; deepening the 25-foot channel from 750 feet upstream of the Hilton Railroad Bridge to the turning basin near the upstream limits of the project to 34 feet, along with widening of the channel from 200 to 250 feet; and widening the turning basin from 700 to 800 feet; mitigation to include acquiring, by fee title, 30 acres of upland and construction of an embayment, acquisition of about 700 acres of existing marsh and upland areas for preservation of habitat to offset losses of wetlands and primary nursery areas and construct a fish passage structure at Lock and Dam Number 1. A separate Section 933 project was added in FY 2001 to place sand on Brunswick County Beaches. The plan of improvement for the dredged material disposal facility consists of incrementally raising the dikes of three cells on Eagle Island confined disposal facility from their current elevations to 25,29,32,35,38 and 40 feet.

AUTHORIZATION: Water Resources Development Acts of 1986 and 1996, Rivers and Harbors Acts of 1945 and 1962 and the River and Harbor Act of 1960, as amended (Section 107).

REMAINING BENEFIT - REMAINING COST RATIO: 2.2 to 1 at 7-5/8 percent (deepening portion); N/A (DMDF Portion)

TOTAL BENEFIT - COST RATIO: 1.4 to 1 at 7-5/8 percent (deepening portion); N/A (DMDF Portion)

INITIAL BENEFIT - COST RATIO: 1.3 to 1 at 7-5/8 percent (deepening portion); N/A (DMDF Portion)

BASIS OF BENEFIT-COST RATIO: Benefits for the deepening portion are from the latest available evaluation contained in the feasibility report dated June 1996 at October 1995 price levels for the previous Cape Fear-Northeast Cape Fear River project, in the General Design Memorandum Supplement dated February 1994 at October 1993 price levels for the previous Wilmington Harbor-Northeast Cape Fear River project and in the feasibility report dated March 1994 at October 1992 price levels for the previous Wilmington Harbor Channel Widening project. Project feasibility for the DMDF portion is based on the original project authorization and the method of disposal of the dredged material is based on the least cost alternative as shown in the decision report approved 1 September 1998.

Division: South Atlantic

District: Wilmington

Wilmington Harbor, NC

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SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	PHYSICAL STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement (COE)		\$319,400,000	Deepening Portion	32	30 September 2009
Estimated Appropriation Requirement (OFA)		1,629,000	Dredged Material	5	30 September 2018
			Disposal Facility		
			(DMDF) Portion		
Estimated Total Appropriation Requirement		321,029,000	Entire Project	29	30 September 2018
Future Non-Federal Reimbursement		39,100,000			
Estimated Federal Cost (Ultimate)		281,929,000			
Estimated Non-Federal Cost		192,071,000			
Cash Contributions	108,226,000				
Other Costs	44,745,000				
Reimbursements	39,100,000				
Navigation	39,100,000				
Total Estimated Project Cost		\$474,000,000			
Allocations to 30 September 2001		78,104,000			
Conference Allowance for FY 2002		47,000,000			
Allocation for FY 2002		64,488,000	1/		
Allocations through FY 2002		142,592,000		45	
Allocation Requested for FY 2003		24,650,000		52	
Programmed Balance to Complete After FY 2003		152,158,000			
Unprogrammed Balance to Complete After FY 2003		0			

1/ Reflects \$7,512,000 reduction assigned as savings and slippage, and \$25,000,000 reprogrammed to the project.

PHYSICAL DATA

Channels and Basins	Length	Width	Depth
Ocean Bar and Entrance Channel	8.5 miles	500 feet	44 feet
River Channel to mile 27.5	24.8 miles	400 feet	42 feet
Passing Lane	6.2 miles	200 feet	42 feet
Turns and Bends – widen five turns and bends by 100 to 200 feet providing a total average navigation channel width of 500 to 675 feet.			
Anchorage Basin	1600 feet	1,200 feet	42 feet
Fourth East Jetty	1.5 miles	500 feet	42 feet
Castle Street to NC 133 Bridge	1.7 miles	400 feet	38 feet
NC 133 Bridge to Hilton RR Bridge	0.5 miles	300 feet	38 feet
Hilton RR Bridge Upstream	750 feet	200 feet	38 feet
Turning Basin #1	750 feet	750 feet	38 feet
Channel from 750 feet upstream of Hilton RR Bridge to mile 30.5	1.3 miles	250 feet	34 feet
Turning Basin #2	550 feet	800 feet	34 feet

Mitigation - Acquire 30 acres of upland and construction of an embayment, acquisition of 700 acres to offset losses of wetlands and primary nursery area and install a fish ladder at Lock and Dam No. 1 on the Cape Fear River.

Incremental dike raising of cells 1, 2, and 3 on Eagle Island to elevations 25, 29, 32, 35, 38 and 40 feet.

JUSTIFICATION: The existing Wilmington Harbor project averaged 7,999,400 tons of waterborne commerce for the period 1995-1999. The recommended project would result in substantial savings ranging from \$0.57 to \$13.00 per ton in transportation and handling costs on certain commodities. The largest savings would be \$13.00 per ton on liquefied gas followed by chrome ore at \$6.88. The major commodities imported through the port are salt, chrome ore, fertilizer materials, basic chemicals, asphalt, alcohols and cement with major exports being tobacco, wood pulp and DMT fibers. It is estimated that each passing situation necessitates an average delay of approximately 25 minutes for each vessel in order to pass in the safest reaches of the river resulting in increased costs of vessel operation. Construction of the 6.2 mile passing lane will eliminate 85 percent of such delays and provide increased speeds in transit. Widening the five turns will result in an average savings of 15 minutes in vessel operating time for each transit of the river. The current 38-foot project could handle vessels in the 25,000 to 40,000 ton class while the 42-foot project could handle vessels in the 35,000 to 60,000 ton class. The current 32-foot channel can handle vessels in the 25,000-ton class while the recommended 38-foot channel will handle vessels in the 40,000-ton class. Recently completed investments in container facilities, regional highway improvements, airport facilities, and refrigerated warehouse storage will result in greater opportunities for growth. The Wilmington Harbor Ocean Dredged Material Disposal Site

JUSTIFICATION (continued):

(ODMDS) is available for the lower reaches, an existing disposal site, Eagle Island is available for the middle reach and the State is acquiring a site at Point Peter from New Hanover County for the upper reach of the project. Eagle Island dikes are being raised to increase capacity for the middle reach. Since these dredging costs would be incurred every year, they represent the equivalent average annual cost of this operation and can therefore be compared directly to the equivalent annual cost associated with the Eagle Island Dike plan. This comparison resulted in the dike raising being the least costly alternative. The recommended improvements are essential to the economic welfare of New Hanover County and the surrounding area. Average annual benefits are as follows:

Annual Benefits	Amount
Commercial Navigation	\$34,102,000
Environmental Enhancement	(not quantified)
Total	\$34,102,000

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue Channel Dredging Contracts for deepening portion	\$20,414,000
Complete Dike Raising Cell 1-4, to elevation 29 feet for DMDF portion	1,857,000
Initiate Dike Raising Cells 1-4 Site Management for DMDF Portion	538,000
Planning, Engineering, and Design for deepening portion	1,000,000
Planning, Engineering, and Design for DMDF portion	136,000
Construction Management for deepening portion	536,000
Construction Management for DMDF portion	169,000
Total	\$24,650,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1996, the non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Separable Element (Deepening Portion):		
Provide lands, easements, rights of way, and dredged material disposal area lands.	\$ 2,077,000	\$ 6,000
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities where necessary for the construction of the project.	20,439,000	
Pay 25 percent of the costs allocated to deep draft navigation during construction.	90,646,000	
Pay 25 percent of costs allocated to Section 933 portion during construction.	5,380,000	
Provide and maintain, at its own expense, the local service facilities necessary to realize the benefits of the general navigation features.	22,229,000	
Reimburse an additional 10 percent of the costs allocated to general navigation facilities within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations and dredged material disposal areas.	34,200,000	
Total Non-Federal Costs	\$174,971,000	\$ 6,000
Separable Element (DMDF):		
Pay 25 percent of the cost of construction of the facilities	\$ 12,200,000	
Reimburse an additional 10 percent of the costs of the facility within a period of 30 years following completion of construction	4,900,000	
Total Non-Federal Costs	\$17,100,000	

Division: South Atlantic

District: Wilmington

Wilmington Harbor, NC

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NON-FEDERAL COST (Continued):

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs within a period of 30 years following completion of construction.

STATUS OF LOCAL COOPERATION:

The State of North Carolina is the project sponsor. By letters dated 16 May 1996 and 24 April 1997 the State expressed support for the project and provided assurances of their intent to act as project sponsor and to sign a Project Cooperation Agreement (PCA) at the appropriate time. The State of North Carolina intends to seek appropriations from the General Assembly to fund its share of the project cost. The future reimbursement payment will be initiated in the year following completion of construction. The combined PCA was executed on 26 March 1999 for both elements. All work on the dredged material disposal facility prior to FY 00 was accomplished with advanced contributed funds under an agreement executed in July 1997. The future reimbursement for this element will be initiated in the year following the completion of the first dike raising.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps of Engineers) cost estimate of \$319,400,000 is an increase of \$71,300,000 over the latest estimate (\$248,100,000) presented to Congress (FY 2002).

Item	Amount
Price Escalation on Construction Features	+\$ 6,605,000
Design Changes	54,703,000
Additional Functions added under General Authority	9,992,000
Total	\$ 71,300,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The draft EIS for the deepening portion was filed with EPA in February 1996. The final EIS was filed with EPA in July 1996. 401 Certification was completed in October 1996. The final EIS for the DMDF portion was filed with EPA in July 1996. A Record of Decision was signed in December 1996. A Finding of No Significant Impact for design changes was signed in June 2000.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1987. The Wilmington Harbor, NC - 96 Act, and Wilmington Harbor, NC (Dredged Material Disposal Facilities) projects were combined in October 1998 to form this project. The latest completion date of September 2009 is a slippage from the latest completion date of September 2005 presented to Congress. This change is due to out year funding constraints.

Wilmington Harbor, NC - 96 Act - Deepening Portion

SUMMARIZED FINANCIAL DATA FOR SEPARABLE ELEMENTS

Estimated Appropriation Requirement (COE)			\$282,600,000
Estimated Appropriation Requirement (OFA)			1,629,000
Estimated Total Appropriation Requirement			284,229,000
Estimated Federal Cost (Ultimate)			250,029,000
Estimated Non-Federal Cost			174,971,000
Cash Contributions		96,026,000	
Other Costs		44,745,000	
Reimbursements		34,200,000	
Navigation	34,200,000		
Total Estimated Project Cost			\$425,000,000

REMAINING BENEFIT-REMAINING COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: 2.2 to 1 at 7-5/8 percent.

TOTAL BENEFIT-COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: 1.4 to 1 at 7-5/8 percent.

Wilmington Harbor, NC - Dredged Material Disposal Facilities Portion

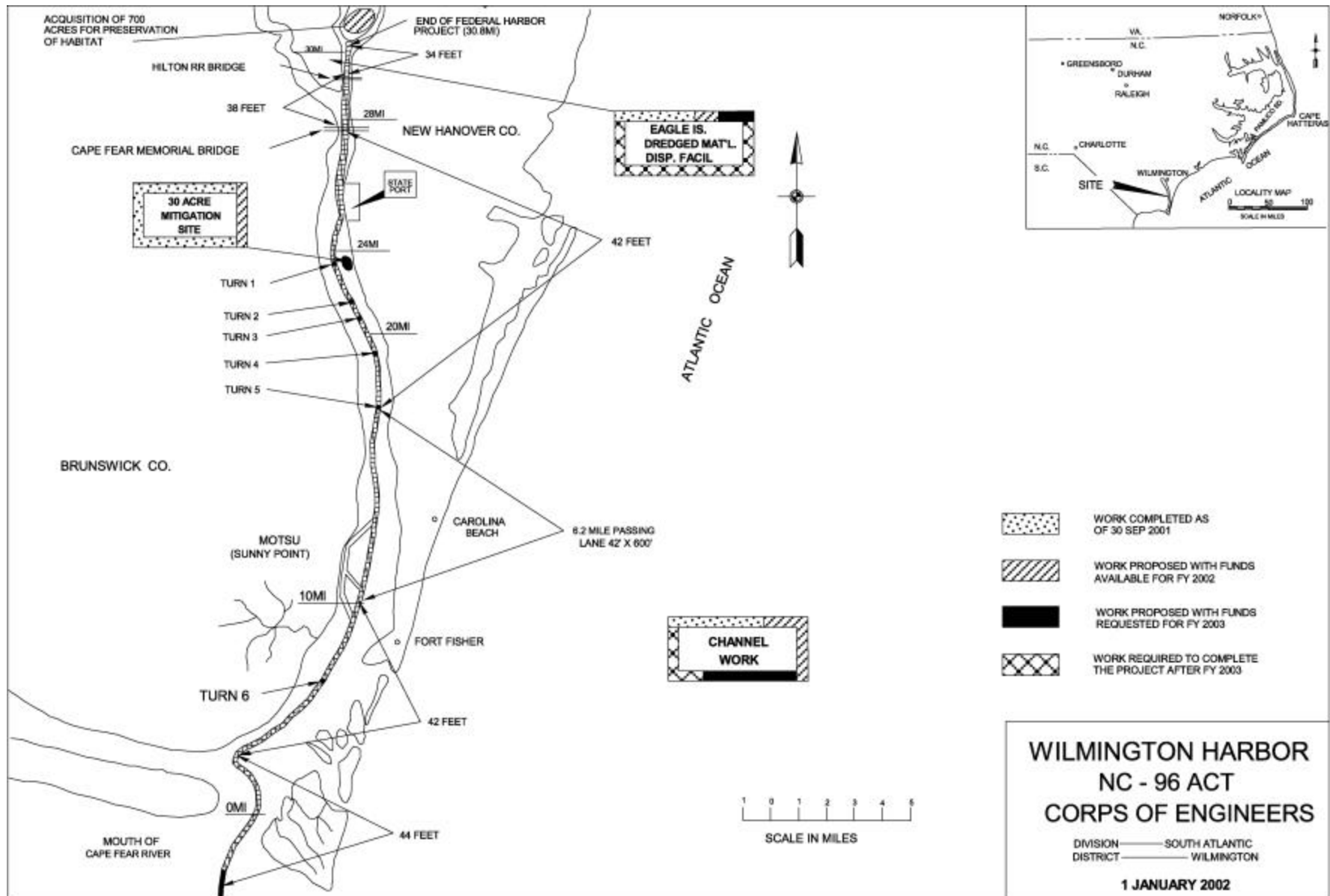
SUMMARIZED FINANCIAL DATA FOR SEPARABLE ELEMENTS

Estimated Total Appropriation Requirement			\$36,800,000
Estimated Non-Federal Reimbursement			4,900,000
Estimated Federal Cost (Ultimate)			31,900,000
Estimated Non-Federal Cost			17,100,000
Cash Contributions		\$12,200,000	
Other Costs		0	
Reimbursements		4,900,000	
Navigation	\$4,900,000		
Total Estimated Project Cost			\$49,000,000

REMAINING BENEFIT-REMAINING COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: Not Applicable.

TOTAL BENEFIT-COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: Not Applicable.

.



Division: South Atlantic

District: Wilmington

Wilmington Harbor, NC

4 February 2002

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APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: San Juan Harbor, Puerto Rico (Continuing)

LOCATION: San Juan Harbor is located within the San Juan metropolitan area along the north coast of Puerto Rico. It is the island's principal port, handling over 75 percent of the Commonwealth's non-petroleum waterborne commerce and is the only harbor on the north coast affording protection in all types of weather.

DESCRIPTION: The proposed plan calls for a principle project depth of 40 feet into Army Terminal and 39 feet for Puerto Nuevo Channel Berths, the Bar Channel will be deepened from its authorized 48 foot depth to stepped depths from 56 feet in the ocean to 49 feet at its intersection with Anegado Channel and widened from 500 feet to 800 feet. The Cruise Channel, Cruise Basin, and Anchorage Area E are being reevaluated with the report to be complete Mar 2003.

AUTHORIZATION: Water Resources Development Acts of 1986 and 1996, Sec 202a.

REMAINING BENEFIT - REMAINING COST RATIO: 2.2 to 1 at 6-3/8 percent.

TOTAL BENEFIT - COST RATIO: 2.2 to 1 at 6-3/8 percent.

INITIAL BENEFIT - COST RATIO: 2.2 to 1 at 7-3/4 percent (FY 1996).

BASIS OF BENEFIT - COST RATIO: Benefits are from the General Reevaluation Report dated March 1994 (revised October 98), updated at October 2001 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2001)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	45,300,000		Channels/Canals		
Future Non-Federal Reimbursement	4,920,000		Puerto Nuevo, Graving Dock Entrance, Anegado, Army Terminal	100 60	Oct 1999 Sep 2001
Estimated Federal Cost (Ultimate)	40,380,000		Entire Project	55	Mar 2003
Estimated Non-Federal Cost	16,400,000				
Cash Contributions	9,591,000				
Other Costs	784,000				
Reimbursements	4,920,000				
Total Estimated Project Cost	56,580,000				
Allocations to 30 September 2001	43,329,000				
Conference Allowance for FY 2002	0				
Allocation for FY 2002	514,000	1/			
Allocations through FY 2002	43,329,000	96%			
Allocation Requested for FY 2003	1,457,000	100%			
Programmed Balance to Complete after FY 2003	0				
Unprogrammed Balance to Complete after FY 2003	0	2/			

1/ Includes \$514,000 to be reprogrammed back to project.

2/ The Cruise Ship Channel and Basin and Anchorage Area E are being re-evaluated and updated project costs will be included in report to be completed 2003.

PHYSICAL DATA: Active features of the plan recommended for implementation to include deepening Sabana approach to 32 feet. Deepening and widening Bar Channel to 800 feet wide and moving the centerline alignment 350 feet westward. Deepening Anegado Channel, and Army Terminal to 40 feet, Puerto Nuevo Channel to 39 feet, and Graving Dock Channel to 36 feet.

Division: South Atlantic

District: Jacksonville

San Juan Harbor, Puerto Rico

4 February 2002

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JUSTIFICATION: San Juan Harbor is Puerto Rico's major port accounting for 75 percent of the islands non-petroleum cargo. Over 13 million tons of cargo has been moving through the harbor in recent years, the majority of which is imports that supply the needs of the island residents. With harbor improvements, over \$9 million in annual transportation savings could be realized with the project. Average annual benefits are \$9,528,000, all from commercial navigation.

FISCAL YEAR 2003: The requested amount will be applies as follows:

Mitigation	394,000
Planning, Engineering & Design	974,000
Supervision and Administration	89,000
Total	1,457,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation, the non-Federal sponsor must comply with the requirements listed below for programmed work.

Requirements of Local Cooperation	Payments During Construction, and Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Pay 25 percent of the costs allocated to navigation ports and harbors.	10,496,000	
Pay 100 percent of the costs associated with dredging berthing areas.	784,000	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction.	5,120,000	
Total Non-Federal Costs	16,400,000	0

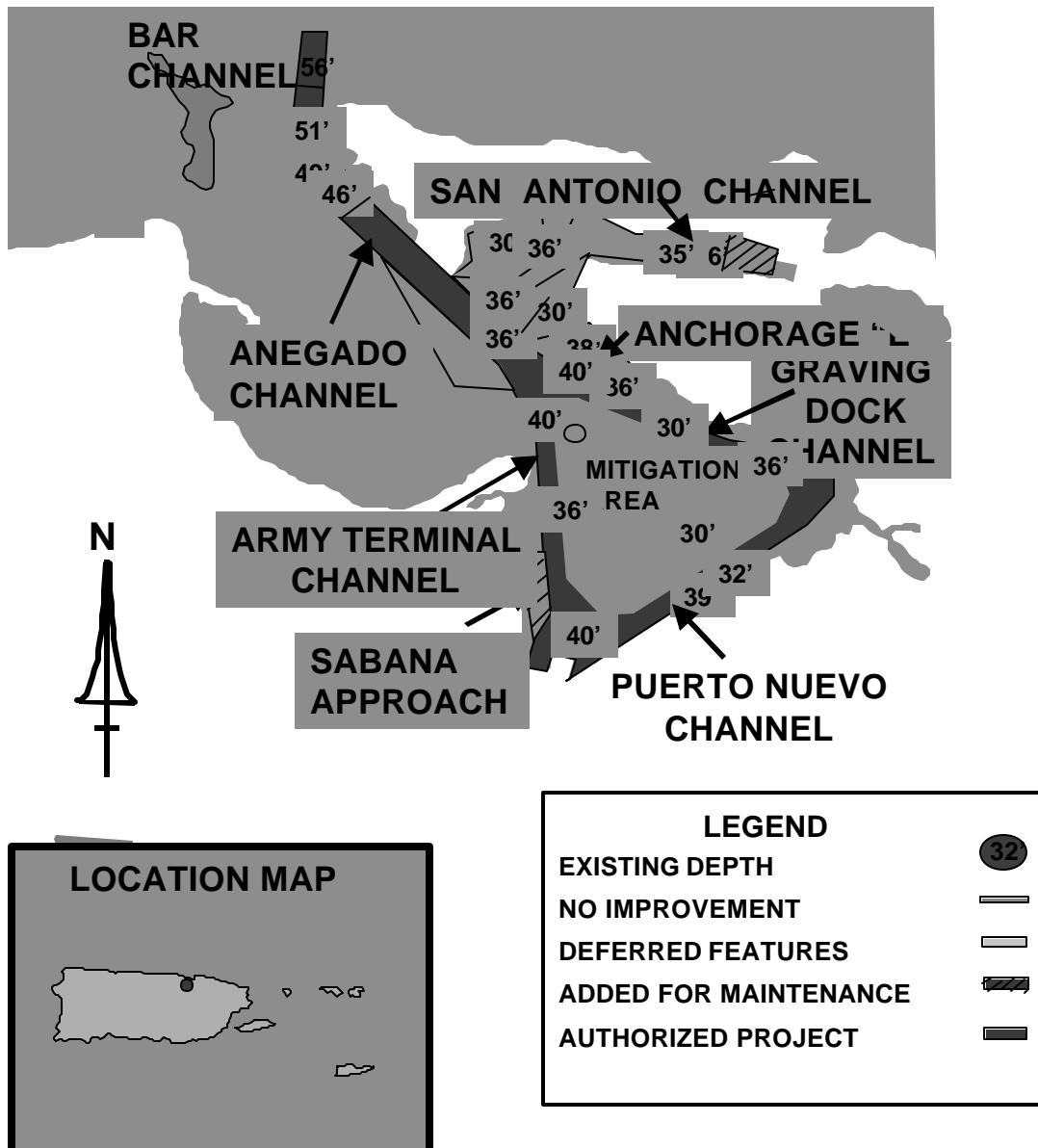
The non-Federal sponsor has agreed to make all required payments concurrently with project construction and reimburse its share of construction costs within a period of 30 years following completion of construction.

STATUS OF LOCAL COOPERATION: The Commonwealth's Puerto Rico Ports Authority is the local sponsor. A Project Cooperation Agreement (PCA) for the project was executed 12 January 1998.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps of Engineers) cost estimate of \$45,300,000 remains unchanged from the latest estimate presented to Congress (FY 2001).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Environmental Assessment and the FONSI for the project were filed and signed in March 1994.

OTHER INFORMATION: The scheduled completion date of programmed work is March 2003. The Cruise Channel, Cruise Basin and Anchorage Area E are being re-evaluated in the report to be completed in 2003. The total project costs are being updated and, based on approved report, will be submitted at a later date.



SAN JUAN HARBOR, PUERTO RICO

APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Charleston Harbor (Deepening/Widening), South Carolina (Continuing)

LOCATION: Charleston Harbor is located on the coast of South Carolina about 15 miles south of the midpoint of the coastline, 165 miles south of Wilmington Harbor, North Carolina and 105 miles north of Savannah Harbor, Georgia.

DESCRIPTION: The plan of improvement is to deepen the Entrance Channel from 42 ft deep by 1000 ft wide to 47 ft deep x 800 ft wide and the inner channels from 40 ft deep to 45 ft deep. Realign/widen various channels/reaches, construct a new turning basin on the Cooper River, construct a new contraction dike, reconstruct two existing contraction dikes and remove the third existing contraction dike. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1996

REMAINING BENEFIT - REMAINING COST RATIO: 4.5 to 1 at 7 5/8 percent.

TOTAL BENEFIT - COST RATIO: 1.8 to 1 at 7 5/8 percent.

INITIAL BENEFIT - COST RATIO: 2.08 to 1 at 7-5/8 percent (FY 1998).

BASIS OF BENEFIT - COST RATIO: Benefits are from the Feasibility Report completed in Feb 1996 at 1995 price levels.

SUMMARIZED FINANCIAL DATA	ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement(COE)	98,444,000	Channels & Canals		
		Entrance Channel	100	Sep 01
Estimated Appropriation Requirement (USCG)	95,000	Inner Channels	67	May 04
		Turning Basin	0	Jun 08
Estimated Total Appropriation Requirement	98,539,000	Contraction Dikes	100	May 01
Future Non-Federal Reimbursement	13,106,000	Entire Project	70	Jun 08
Estimated Federal Cost (Ultimate)	85,433,000			

Division: South Atlantic

District: Charleston

Charleston Harbor (Deepening/Widening), SC

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SUMMARIZED FINANCIAL DATA (Continued)		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Non-Federal Cost		53,267,000			
Cash Contributions	32,815,000				
Other Costs	7,346,000				
Reimbursements	13,106,000				
Deep Draft Navigation	13,106,000				
Total Estimated Project Cost		138,700,000			
Allocations to 30 September 2001		77,826,000			
Conference Allowance for FY 2002		8,865,000			
Allocation for FY 2002		7,448,000	1/		
Allocations through FY 2002		85,274,000		87	
Allocation Requested for FY 2003		4,539,000		91	
Programmed Balance to Complete after FY 2003		8,726,000			
Unprogrammed Balance to Complete after FY 2003		0			

1/ Reflects \$1,417,000 reduction assigned as savings and slippage.

PHYSICAL DATA

Entrance Channel - Deepen from 42 ft deep and 1000 ft wide to 47 ft and 800 ft wide for a distance of 16.3 miles. The remaining 200 ft width of the authorized channel will be maintained at 42 ft.

Inner Channels

Harbor and Wando Channel - Deepen from 40 ft to 45 ft.

Shipyard River Entrance Channel and Basin A - Deepen from 38 ft. to 45 ft.

Shutes/Folly Reach - Realign

Daniel Island Reach - Widen from continuous 600 ft to varying 600-875 ft.

Upper Town Creek Channel - Decrease from 40 ft deep by 500 ft wide channel to 16 ft deep by 250 ft wide.

Division: South Atlantic

District: Charleston

Charleston Harbor (Deepening/Widening), SC

4 February 2002

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PHYSICAL DATA (Continued)

Turning Basin - Dredge a 45 ft deep turning basin 1400 ft x 1400 ft for the new Daniel Island Terminal.

Contraction Dikes - Construct a new contraction dike, reconstruct two existing dikes, and remove the third existing dike.

Disposal of approximately 37.9 million cubic yards of new material will be placed into either existing upland dredged material disposal sites or offshore disposal site. A significant diking effort will be required at the Clouter Creek upland disposal area.

JUSTIFICATION: Charleston Harbor is the largest port in South Carolina and ranks first among container cargo ports on the Southeast and Gulf coasts, handling approximately 50 percent of all container tonnage among competing ports. The commerce in Charleston Harbor increased from 6,850,000 tons in 1982 to an estimated 11,200,000 tons in 1999. Container volume increased from 835,000 TEU in 1994 to 1,620,000 TEU in 2001. Shipments of containerized cargo have increased about 25 percent from the 1992 traffic base used in the feasibility report and currently exceed the projected traffic levels used in that analysis. Containerized cargo consists of textiles, chemical products, machinery, specialized clays, food products, frozen meats, plastic, and paper products. Charleston Harbor also has a significant amount of coal and petroleum products traffic. Petroleum products, chemicals, bauxite and non-ferrous ores are the major import commodities for Charleston Harbor. The largest ship that stops in Charleston is about 1,143 feet long and 137 feet wide with design drafts up to 47.5 ft and the bulk carriers have design drafts up to 49 ft. The Port's major customers, the shipping lines, are planning container ships as long as 1,100 feet and as wide as 150 feet and have already placed orders for 41 mega-container ships. Existing channel depths, widths, and alignments constrain the ability of vessels to utilize the port to their design capacity, increase transit time due to limited ability to pass except at designated locations, and/or present hazardous conditions. Vessels with deeper draft will be able to take advantage of a deeper channel and reduce transportation costs from tidal delays. Additional transportation savings will result from improved passing areas and alignments. Dredged material will be placed into either existing upland dredged material disposal sites or an offshore disposal site. One major upland disposal site is currently used for Charleston Harbor. The average annual benefits are \$21,634,000, all attributed to deep draft navigation.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue construction on Upper Harbor	3,786,000
Engineering and Design	200,000
Construction Management	553,000
Total	\$4,539,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas, after reductions for such credit have been made in the required cash payments.	20,000	
Provide and maintain, at its own expense, the local service facilities. All berthing areas will be maintained at the project depth of 45 ft at all commercial terminals, piers, and docks.	7,326,000	
Pay 25 percent of the costs allocated to general navigation facilities during construction.	32,815,000	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, rights of way, and relocations, provided for commercial navigation.	13,106,000	
Total Non-Federal Costs	\$53,267,000	

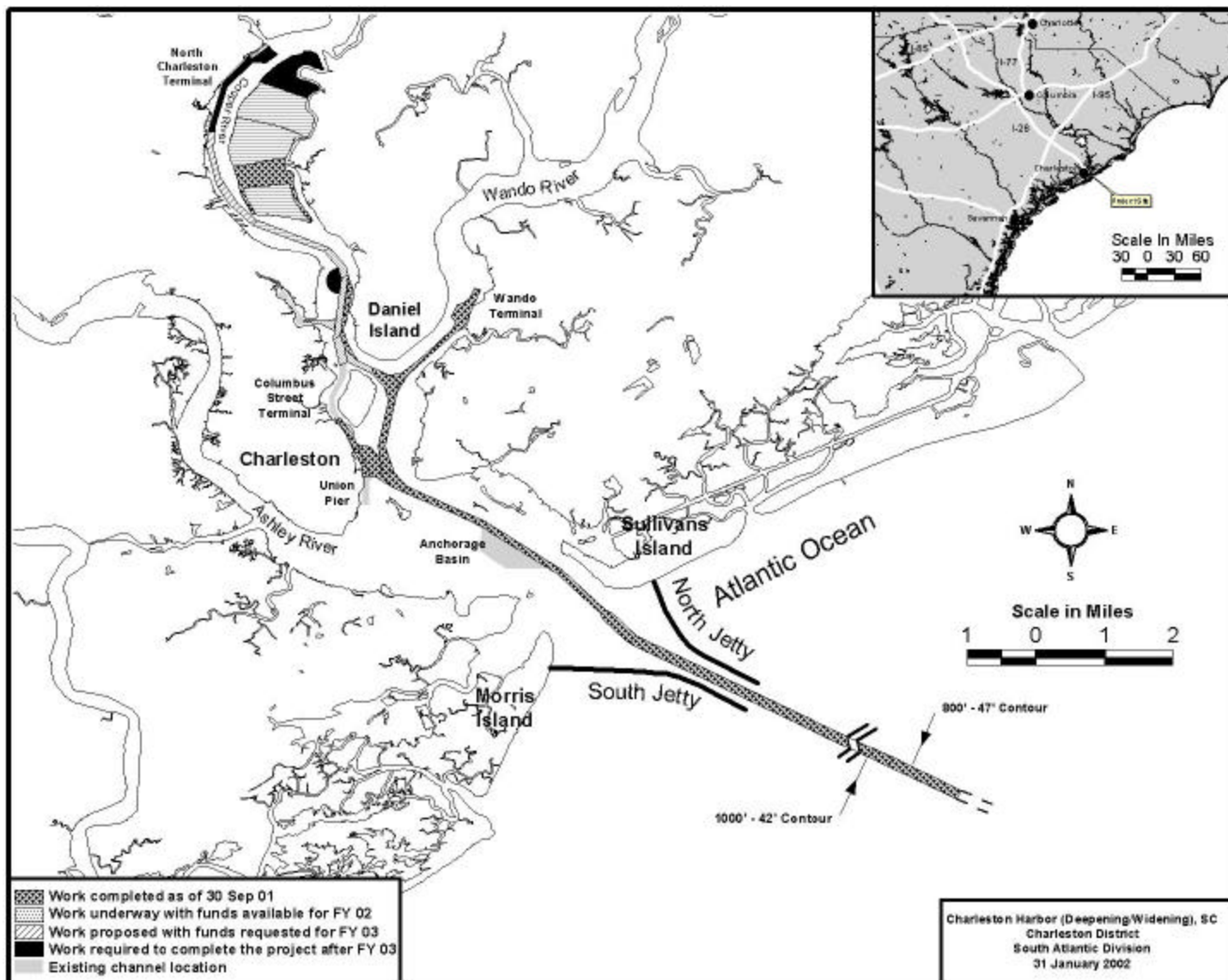
The non-Federal sponsors have also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs within a period of 30 years following completion of construction.

STATUS OF LOCAL COOPERATION: The South Carolina State Ports Authority (SPA) is the non-Federal partner. The Project Cooperation Agreement was executed on 5 June 1998. Their financial plan has been reviewed and found to be in compliance with requirements for ensuring that the non-Federal partner has a reasonable and implementable plan for meeting its financial commitment. Their plan is to fund their share of project costs from the South Carolina Legislature. In the event such funds are not available from the South Carolina Legislature, the SPA is prepared to fund their portion of the project construction cost by an accumulation of cash before and during construction plus the sale, if required, of Revenue Bonds. SPA is a state agency that generates revenues through assessment of port fees to shipping firms that use their facilities. The SPA has a positive cash flow and exercises sound management practices.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$98,539,000 remains the same as last presented to Congress (FY 2002).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The proposed action does not constitute a major Federal action significantly affecting the quality of the human environment; therefore, the preparation of an EIS is not required. The Assessment (EA) and Findings of No Significant Impact (FONSI) were signed by the District Engineer on 8 March 1996.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1997 and funds to initiate construction were appropriated in FY 1998. The scheduled completion date of September 2008 for programmed work is a slippage from the latest completion date of June 2004 presented to Congress. This change is due to the delay in initiating construction of the Daniel Island Turning Basin. The sponsor has been delayed in developing a new terminal on Daniel Island and the Turning Basin justification is dependent on the terminal construction.



APPROPRIATION TITLE: Construction, General - Shore Protection

PROJECT: Brunswick County Beaches, NC - (Continuing)

LOCATION: The project is located Brunswick County, North Carolina.

DESCRIPTION: The selected plan for Ocean Isle includes a continuous vegetated dune and berm stabilized by periodic nourishment. The dune crown width is 25 feet at elevation 9.5 feet national geodetic vertical datum (NVGD) fronted by a berm having a width of 50 feet at elevation 7 feet NGVD for a distance of 5,150 feet, then a berm having a crown width of 50 feet at elevation 7 feet NGVD for a distance of 6,300 feet, then a berm with a crown width of 25 feet at elevation 7 feet NGVD for a distance of 3,450 feet. The transition on the eastern end will be 700 feet and 1,500 feet on the western end. The beach segment is a total of 17,100 feet in length. The remainder of the project includes shore protection for Oak Island, Caswell Beach and Holden Beach for which a general reevaluation report is being prepared.

AUTHORIZATION: Flood Control Act of 1966.

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable because initial construction has been completed.

TOTAL BENEFIT-COST RATIO: 1.6 to 1 at 6-7/8 percent.

INITIAL BENEFIT-COST RATIO: 2.0 to 1 at 7-1/8 percent (FY 2000).

BASIS OF BENEFIT-COST RATIO: Benefits for Ocean Isle are from the latest available evaluation contained in the General Reevaluation Report approved May 1998 at October 1995 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost			\$93,765,000			
Initial Construction	\$10,066,000			Entire Project	10	30 September 2053
Periodic Nourishment	83,699,000					
Estimated Non-Federal Cost			\$48,235,000			
Initial Construction	\$3,166,000					
Cash Contributions	\$2,654,000					
Other Costs	512,000					
Periodic Nourishment	\$45,069,000					
Cash Contributions	44,748,000					
Other Costs	321,000					
Total Estimated Project Cost			\$142,000,000			
Initial Construction	13,232,000					
Future Nourishment	128,768,000					
Allocations to 30 September 2001			\$ 9,498,000			
Conference Allowance for FY 2002			800,000			
Allocation for FY 2002			800,000			
Allocations through FY 2002			10,298,000	11		
Allocation Requested for FY 2003			700,000	12		
Programmed Balance to Complete after FY 2003			82,767,000			
Unprogrammed Balance to Complete after FY 2003			0			

Division: South Atlantic

District: Wilmington

Brunswick County Beaches, NC

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PHYSICAL DATA

	Elevation	Crown Width	Length
Dune	9.5 feet NGVD	25 feet	5,150 feet
Integral Berm	7 feet NGVD	50 feet	5,150 feet
Berm	7 feet NGVD	50 feet	6,300 feet
	7 feet NGVD	25 feet	3,450 feet
Transition-East	-	-	700 feet
West	-	-	1,500 feet

JUSTIFICATION: The project area has experienced severe property damage and beach erosion as a result of storm surges from northeasters and hurricanes in recent years. The project area currently has an erosion rate of 1.5 feet per year. The estimated value of damageable structures and roads is \$123,000,000 with annual damages without a project of \$8,075,000. The project will also result in economic benefits for improved recreation and navigation. The navigation benefits will result from dredging of Shallotte Inlet to obtain sand for project construction and subsequent beach nourishment operations. Hurricane Hugo caused damages of \$11,600,000 in September 1989. Average annual benefits are as follows:

Annual Benefits	Amount
Hurricane & Storm Damage Reduction	\$1,767,000
Long Term Erosion	519,000
Recreation	353,000
Navigation	55,000
Total	\$2,694,000

FISCAL YEAR 2003: The requested amount will be applied as follows:

Planning, Engineering, and Design for Oak Island, Caswell and Holden Beaches	\$700,000
Total	\$700,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the town of Ocean Isle Beach, North Carolina, as non-Federal sponsor, must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, Including suitable borrow areas and dredged material disposal areas.	\$ 8335,000	
Pay 35 percent of the initial construction cost allocated to hurricane and storm damage reduction and bear all costs of operation, maintenance, repair, rehabilitation and replacement of hurricane and storm damage reduction facilities.	2,654,000	\$101,000
Pay 35 percent of the periodic nourishment cost allocated to hurricane and storm damage reduction and bear all costs of operation, maintenance, repair, rehabilitation and replacement of hurricane and storm damage reduction facilities.	44,748,000	101,000
Total Non-Federal Costs	48,235,000	101,000

The non-Federal sponsor has agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The Town of Ocean Isle Beach has complied with all the terms of local cooperation to date. The non-Federal share was provided through local taxes and State contributions. The PCA was executed on 9 January 2001. The towns of Oak Island, Caswell Beach and Holden Beach will be project sponsors. By letters dated January 2002, they agreed to provide the terms of local cooperation and expressed their intent to enter into a project cooperation agreement.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$93,765,000 includes both an increase in project costs and a change in the assumed Federal cost share to reflect the requirements of current law. The administration is considering proposing changes to the cost share for shore protection projects. The change in the Federal cost estimate relative to the latest estimate presented to Congress (FY 2002) includes the following items.

Item	Amount
Price Escalation on Construction Features	\$1,890,000
Post Contract Award and Other Estimating Adjustments	35,535,000
Total	\$37,425,000

Division: South Atlantic

District: Wilmington

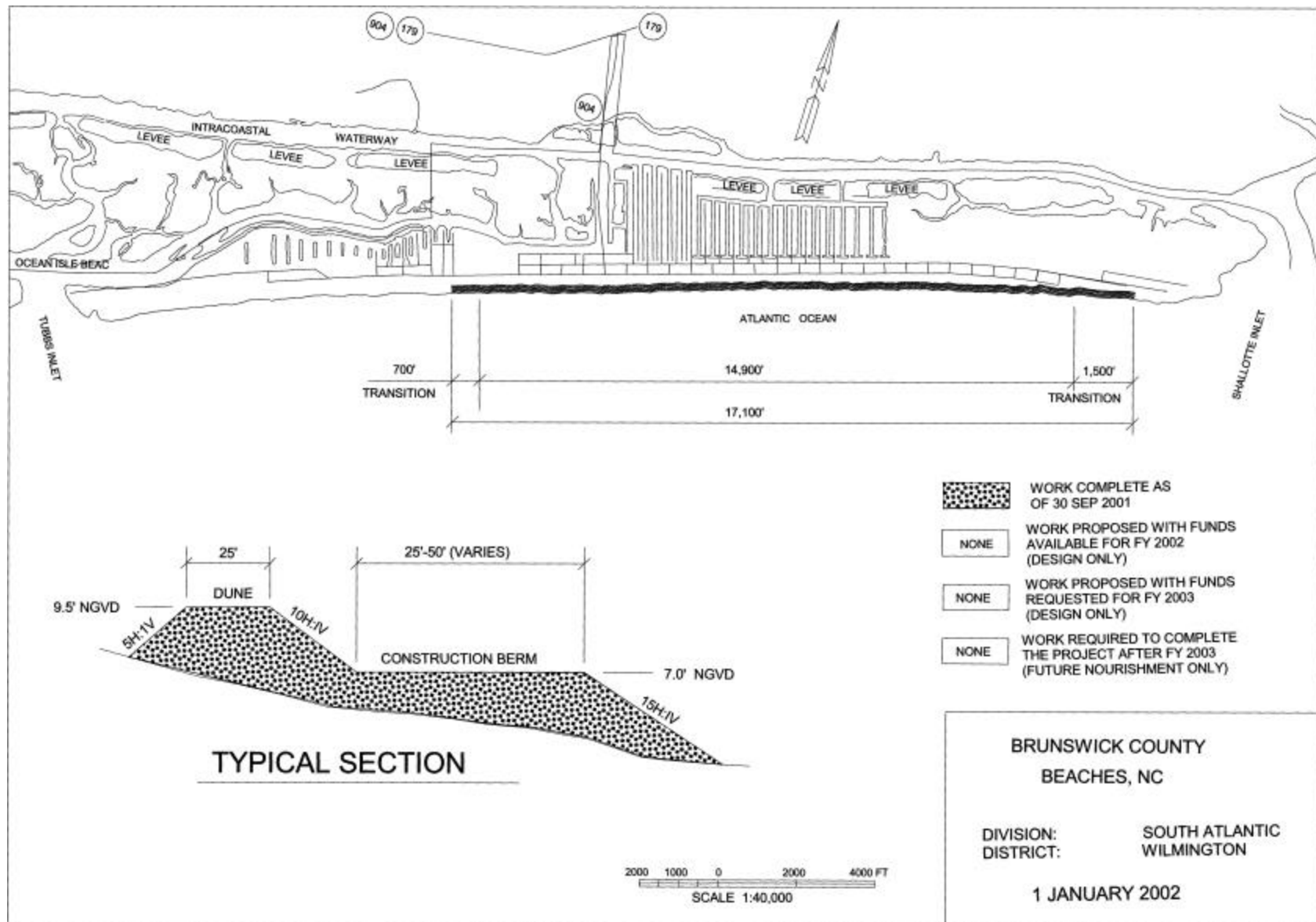
Brunswick County Beaches, NC

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STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An environmental assessment for Ocean Isle was prepared in June 1997 and a Finding of No Significant Impact was signed by the District Engineer on 1 October 1997.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1970. The completion of a General Reevaluation Report (GRR) for Oak Island, Caswell and Holden Beaches is being determined. The increase in the Federal (Corps) cost estimate includes \$33,524,000 that reflects the administration cost sharing adjustment on future nourishment.



Division: South Atlantic

District: Wilmington

Brunswick County Beaches, NC

4 February 2002

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APPROPRIATION TITLE: Construction, General - Shore Protection

PROJECT: West Onslow Beach and New River Inlet (Topsail Beach), North Carolina (Continuing)

LOCATION: The project is located in the Town of Topsail Beach at the southern end of Topsail Island in Pender County on the central North Carolina Coast. Topsail Island is a barrier island located approximately 40 miles northeast of Wilmington, North Carolina.

DESCRIPTION: The authorized plan of improvement consists of a sand dune constructed to an elevation of 13 feet above mean sea level (MSL), fronted by a storm berm constructed to an elevation of 9 feet above mean sea level and a beach (natural) berm constructed to an elevation of 7 feet above mean sea level along 9,500 feet of shoreline; two transition sections constructed to elevation 7 feet above mean sea level along the southern and northern ends will be included along 2,400 feet and 6,860 feet respectively; and renourishment of the project at approximately two year intervals. The borrow area, located in Banks Channel, will be dredged to a depth of 20 feet below mean low water (MLW) and will be 200 feet wide. The access channel through Topsail Inlet will be dredged to a depth of 17 feet below mean low water. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1992.

REMAINING BENEFIT-REMAINING COST RATIO: 1.3 to 1 at 8-1/2 percent.

TOTAL BENEFIT-COST RATIO: 1.3 to 1 at 8-1/2 percent.

INITIAL BENEFIT-COST RATIO: 1.5 to 1 at 8-1/2 percent (FY 1994)

BASIS OF BENEFIT-COST RATIO: Benefits are from the Chief of Engineers Report dated November 1991 at October 1990 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$125,000,000		Initial Construction	1	30 April 2008
Initial Construction	16,400,000			Future Nourishment	0	30 April 2058
Periodic Nourishment	108,600,000			Entire Project	1	30 April 2058
Estimated Non-Federal Cost		\$117,000,000				
Initial Construction	8,700,000					
Cash Contributions	5,400,000					
Other Costs	3,300,000					
Periodic Nourishment	108,300,000					
Cash Contributions	108,300,000					
Other Costs	0					
Total Estimated Project Cost		\$242,000,000				
Initial Construction	25,100,000					
Future Nourishment	216,900,000					
Allocations to 30 September 2001		\$ 699,000				
Conference Allowance for FY 2002		700,000				
Allocation for FY 2002		588,000	1/			
Allocations through FY 2002		1,287,000		1		
Allocation Requested for FY 2003		1,200,000		1		
Programmed Balance to Complete after FY 2003		122,513,000				
Unprogrammed Balance to Complete after FY 2003		0				

1/ Reflects \$112,000 reduction assigned as savings and slippage.

Division: South Atlantic

District: Wilmington

West Onslow Beach and New River Inlet (Topsail Beach), NC

4 February 2002

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PHYSICAL DATA

Project Dimensions:

Shoreline – 18,760 feet

Main Fill – 9,500 feet

South transition – 2,400 feet

North transition – 6,860 feet

Berm and Dune Elevation:

Dune – 13.0 feet above MSL

Storm berm – 9.0 feet above MSL

Beach (natural) berm – 7.0 feet MSL

Borrow Area:

Access Channel -- 243 acres

Width – 200 feet

Depth – 17 feet below MLW

JUSTIFICATION: The Town of Topsail Beach has experienced severe beach erosion and heavy property damage as a result of storm surges from hurricanes in 1996 and 1999 and northeasters over the recent years. In addition to property damage these storms have severely damaged or destroyed the primary dune system. The average annual erosion rate is 4.5 feet per year. Topsail Beach is vulnerable to damages of more than \$50 million from a hurricane with a 3.33 percent chance of occurrence in any year. Losses to these structures and related damages would result in a tremendous loss to the Town's tax base. The recommended improvements are essential to the economic welfare of the Town of Topsail Beach. Average annual benefits are as follows:

Annual Benefits	Amount
Hurricane Damage Prevention	\$2,840,000
Recreation	226,000
Total	\$3,066,000

FISCAL YEAR 2003: The requested amount will be applied as follows:

Planning, Engineering and Design for Topsail Beach	\$1,200,000
Total	\$1,200,000

Division: South Atlantic

District: Wilmington

West Onslow Beach and New River Inlet (Topsail Beach), NC

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NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, Including suitable borrow areas and dredged material disposal areas.	\$ 3,300,000	
Pay 35 percent of the initial construction cost allocated to hurricane and storm damage reduction and bear all costs of operation, maintenance, repair, rehabilitation and replacement of hurricane and storm damage reduction facilities.	5,400,000	\$100,000
Pay 50 percent of the periodic nourishment cost allocated to hurricane and storm damage reduction and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of hurricane and storm damage reduction facilities.	108,300,000	100,000
Total Non-Federal Costs	\$117,000,000	\$100,000

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

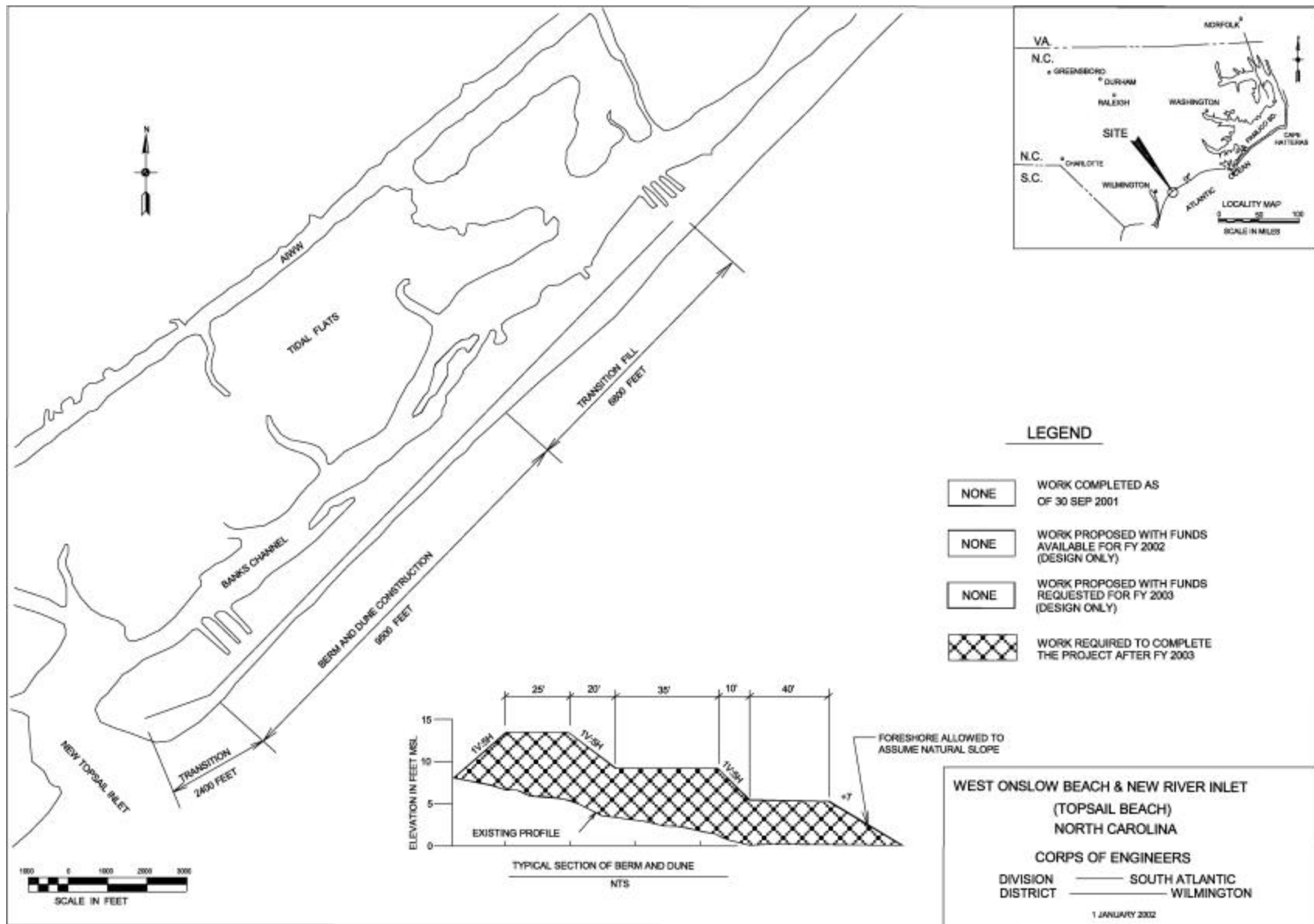
STATUS OF LOCAL COOPERATION: The Town of Topsail Beach, North Carolina, is the project sponsor. The State of North Carolina will provide the primary financial assistance (subject to its own funding restraints) for the project sponsor. The current schedule is to execute the Project Cooperation Agreement (PCA) in April 2002. This project was placed in the inactive category in July 1994 due to lack of local support. Local interests are now able to and would support the project.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$125,000,000 includes both an increase in project costs and a change in the assumed Federal cost share to reflect the requirements of current law. The administration is considering proposing changes to the cost share for shore protection projects. The change in the Federal cost estimate relative to the latest estimate presented to Congress (FY 2002) includes the following items.

Item	Amount
Price Escalation on Construction Features	\$4,200,000
Change in Cost Share	37,500,000
Total	\$41,700,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final EIS was filed with EPA in February 1991.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1990. This project initially received a new construction start for FY 1994; however, the project cooperation agreement was not executed due to the Sponsor's inability to fund their share of the project cost. The cost estimate was updated for price escalation only. A design agreement was executed on 25 July 2001. A general reevaluation report has been initiated to redefine the project scope.



Division: South Atlantic

District: Wilmington

West Onslow Beach and New River Inlet (Topsail Beach), NC

4 February 2002

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APPROPRIATION TITLE: Construction, General – Deficiency Correction (Flood Control)

PROJECT: Oates Creek, Richmond County, Georgia (Continuing)

LOCATION: The project originates in the city of Augusta, Georgia and is located entirely within Richmond County, Georgia. The creek is a tributary to Butler Creek that flows into the Savannah River just downstream of the New Savannah Bluff Lock and Dam Navigation Project about 13 miles south of Augusta and 203 river miles above the mouth of the Savannah River.

DESCRIPTION: Oates Creek includes remedial work on the upper and lower earthen channels of the project. The upper channel work (about 1,650 feet) includes regrading the channel, construction of a drop structure in the moderately steep gradient to prevent the headcutting from continuing upstream, and riprapping half of the sideslope of the channel. The lower channel work (about 3,860 feet) includes regrading the design channel configuration by excavating sediment, removing damaged erosion control matting, and placement of a 12-foot-wide concrete pilot channel to contain normal flows. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1986.

REMAINING BENEFIT - REMAINING COST RATIO: 2.40 to 1 at 6-7/8 percent.

TOTAL BENEFIT - COST RATIO: 1.13 to 1 at 6-7/8 percent.

INITIAL BENEFIT - COST RATIO: 1.13 to 1 at 6-7/8 percent (FY 2001).

BASIS OF BENEFIT - COST RATIO: Benefits are from the latest available Deficiency Evaluation Reconnaissance Report dated May 1999 at July 1998 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Original Project			Entire Project	8	Mar 2004
Actual Federal Cost		9,536,000			
Actual Non-Federal Cost		3,027,000			
Cash Contributions	665,000				
Other Costs	2,362,000				
Total Original Project Cost	12,563,000				
Remedial Work or Project Modification					
Estimated Federal Cost		1,672,000			
Estimated Non-Federal Cost		558,000			
Cash Contributions	558,000				
Other Costs	0				
Total Estimated Remedial or Modification Cost		2,230,000			
Total Estimated Project Cost		14,793,000			
Allocations to 30 September 2001		203,000			
Conference Allowance for FY 2002		632,000			
Allocation for FY 2002		111,000	1/		
Allocations through FY 2002		314,000	12		
Allocation Requested for FY 2003		850,000	50		
Programmed Balance to Complete after FY 2003		508,000			
Unprogrammed Balance to Complete after FY 2003		0			

1/ Reflects \$101,000 reduction assigned as savings and slippage and \$420,000 reprogrammed from the project.

Division: South Atlantic

District: Savannah

Oates Creek, Richmond County, GA

4 February 2002

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PHYSICAL DATA

Upper Earthen Channel

For a distance of 1,650 feet regrade the channel, construct a drop structure to prevent the headcutting from continuing upstream, and riprap half of the channel sideslope.

Lower Earthen Channel

For a distance of 3,860 feet regrade the design channel grade, remove damaged channel matting, placement of a 12-foot-wide concrete pilot channel, and placement of Geonet fabric on channel bottom to encourage drainage.

JUSTIFICATION: The Corps of Engineers, with the city of Augusta, Georgia as local sponsor, completed construction of the Oates Creek Flood Control Project at a cost of \$12,563,000 in 1992. WRDA (1986), authorized the Oates Creek project that included channel widening, concrete lining of two channel reaches, grass lining of two channels reaches, several road and bridge modifications, a small levee, and utility relocations. Just 8 years later, the project is not meeting the design flood protection. Sediment buildup in the earth channel portion of the project is decreasing some portions of the channel capacity from a 10 percent exceedance probability (10-year event) protection to only a 50 percent exceedance probability (2-year event) protection. It is not physically possible to neither safely nor efficiently remove the sediment buildup to maintain design flow. The project is designed to provide protection to about 350 homes and 70 industries in the area. Average annual benefits are \$187,000, all for flood damage reduction.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue Construction	780,000
Planning, Engineering and Design	10,000
Construction Management	60,000
Total	\$850,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation and the Water Resources Development Act of 1986 and 1996, as applicable, the non-Federal sponsor must comply with the requirements listed below:

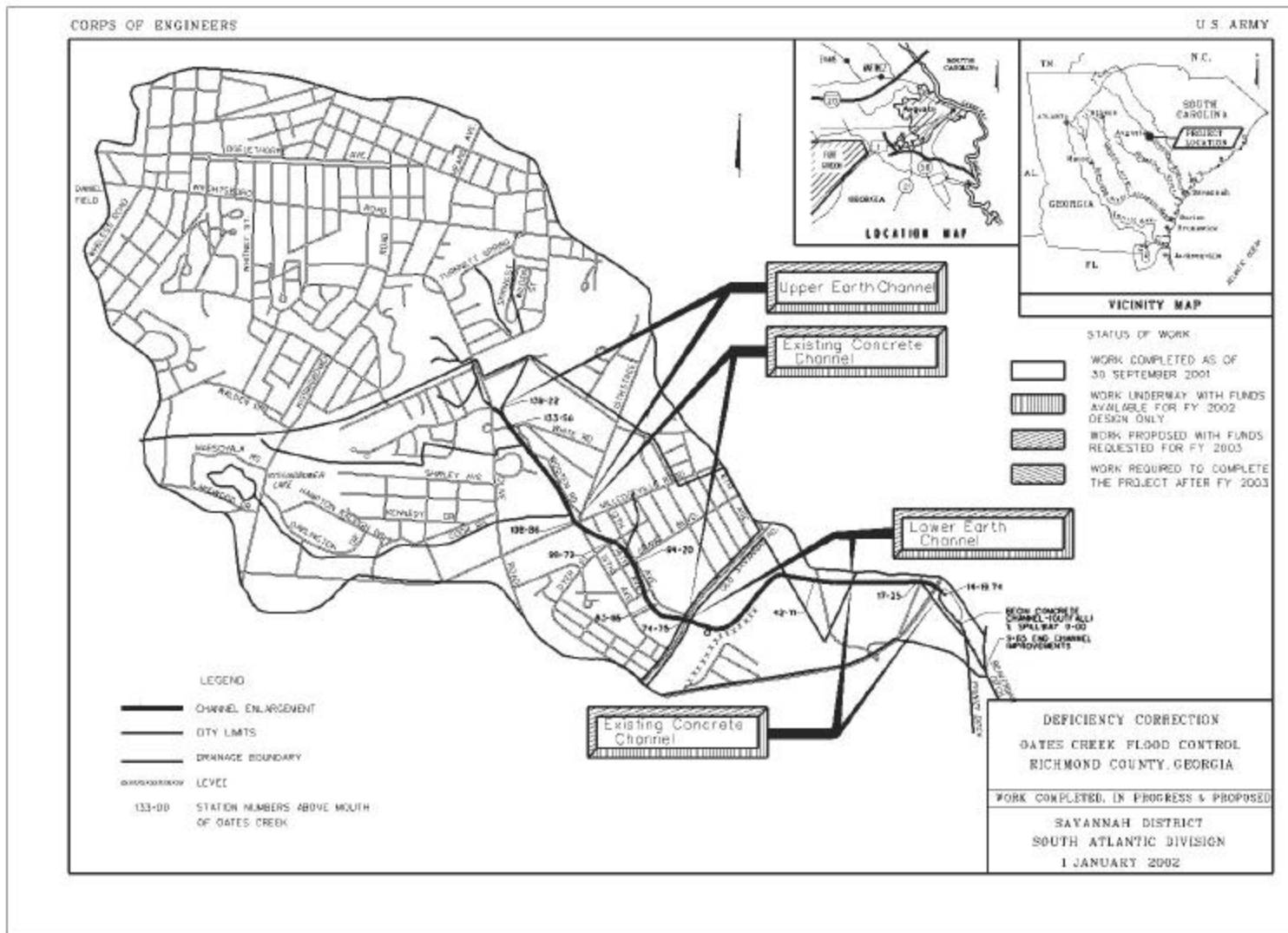
Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, relocations, and borrow and excavated or dredged material disposal areas.	0	
Provide cash contribution equal to 5 percent of flood control construction costs. Pay a minimum of 25 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 25 percent, as determined under Section 103(m) of the Water Resources Development Act of 1986 and bear all costs of operation, maintenance, repair, rehabilitation and replacement of flood control facilities.	558,000	35,000
Total Non-Federal Costs	558,000	35,000

STATUS OF LOCAL COOPERATION: Augusta/Richmond County, Georgia is the local sponsor and has provided a letter of intent dated 18 May 1998 to cost share in the project. O&M expenses will be provided by the county's general fund. The Project Cooperation Agreement is scheduled to be executed in May 2002.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$1,672,000 is the same as the latest estimate submitted to Congress (FY 2002).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The May 1999 Correction Deficiency Evaluation Reconnaissance Report concluded the existing environmental assessment for the original project construction adequately addresses all proposed work and further documentation is not needed.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 2001.



APPROPRIATION TITLE: Construction, General - Local Protection Project (Flood Control)

PROJECT: Arecibo River, Puerto Rico (Continuing)

LOCATION: The city of Arecibo is located on the northern coast of Puerto Rico, approximately 40 miles west of San Juan. The Rio Arecibo Basin covers a 272 square mile area and has experienced numerous floods over recent years. The upstream towns of Utuado, Jayuya, and Adjuntas have also been subject to the frequent flooding. Extensive floods occurred in May and October 1985 and again in September 1996 with Hurricane Hortense. When Hurricane Georges hit the island in September 1998, the municipality of Arecibo experienced the 100-year flood event, resulting in significant damages to commercial and residential properties and loss of the Victor Rojas Bridge.

DESCRIPTION: The proposed plan includes channel improvements, a floodwall, and a levee along the Arecibo River; a levee along the Tanama River; and a plug, channel improvements, and a diversion channel along the Santiago River.

AUTHORIZATION: Water Resource Development Act 1996, Sec 101(a)(26).

REMAINING BENEFIT - REMAINING COST RATIO: 4.2 to 1 at 6-3/8 Percent

TOTAL BENEFIT - COST RATIO: 4.2 to 1 at 6-3/8 Percent

INITIAL BENEFIT - COST RATIO: 4.2 at 6-3/8 Percent (FY 2001).

BASIS OF BENEFIT - COST RATIO: Benefits are from the economic analyses performed for the July 1998 Limited Reevaluation Report updated at October 2001 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$ 15,500,000		Relocations – Roads	1	Sep 2007
			Cemeteries/Utilities	1	Sep 2007
Estimated Non-Federal Cost	12,000,000		Levees and Floodwalls	1	Sep 2007
Cash Contributions	\$ 1,697,000		Recreation	1	Sep 2007
Other Costs	10,303,000		Fish/Wildlife Facilities	1	Sep 2007
			Channels & Canals	1	Sep 2007
Total Estimated Project Costs	27,500,000		Breakwaters	1	Sep 2007
Allocations to 30 September 2001	1,471,000		Entire Project	5	Sep 2007
Conference Allowance for FY 2002	500,000				
Allocation for FY 2002	420,000	/1			
Allocations through FY 2002	1,891,000	12%			
Allocations Requested for FY 2003	5,000,000	44%			
Programmed Balance to Complete After FY 2003	8,609,000				
Unprogrammed Balance to Complete after FY2003	0				

1/ Reflects \$80,000 reduction assigned as savings and slippage.

PHYSICAL DATA

Relocations - Bridges (Replacement)	5
Levee	6,325 Meters
Floodwalls	315 Meters
Channels	6,300 Meters
Jetty	30.5 Meters
Wetland Mitigation	7.2 Acres
Recreation Trails	1,465 Meters

Division: South Atlantic

District: Jacksonville

Arecibo River, PR

4 February 2002

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JUSTIFICATION: Floods impact over 500 acres of urbanized city area, including 800 residences and over 100 businesses and public facilities. In addition to quantifiable damages, severe disruption of transportation and socio-economic activities result from these floods. Average annual benefits are as follows:

Annual Benefits	Amount
Inundation Reduction	\$ 6,609,000
Employment	80,000
Advance Bridge Replacement	161,000
Flood Insurance Cost	9,000
Recreation	236,000
Total	7,095,000

FISCAL YEAR 2003: The requested amount will be applied as follows:

Fish & Wildlife	\$ 302,000
Channels and Canals	334,000
Levees and Floodwalls	2,013,000
Breakwaters and Seawalls	420,000
Floodway Control & Diversion	302,000
Recreation Facilities	152,000
Cultural Resources	209,000
Planning, Engineering & Design	675,000
Construction Management	593,000
Total	5,000,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation, the non-Federal sponsor must comply with the requirements listed below for programmed work.

Requirements of Local Cooperation	Payments During Construction, and Reimbursements	Annual Operation Maintenance, and Replacement Costs
Provide lands, easements, rights of way, and dredged material disposal areas	\$ 4,987,000	
Modify or relocate buildings, utilities, roads, bridges, (except railroad bridges), and other facilities, where necessary in the construction of the project	5,316,000	
Pay one-half of the separable costs allocated to recreation and bear all costs of operation, maintenance, and replacement of recreation facilities.	349,000	
Pay 8.16 percent of the first costs allocated to flood control, and bear all cost of operation, maintenance, and replacement of flood control structures.	1,348,000	
Total Non-Federal Costs	12,000,000	\$ 76,000

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

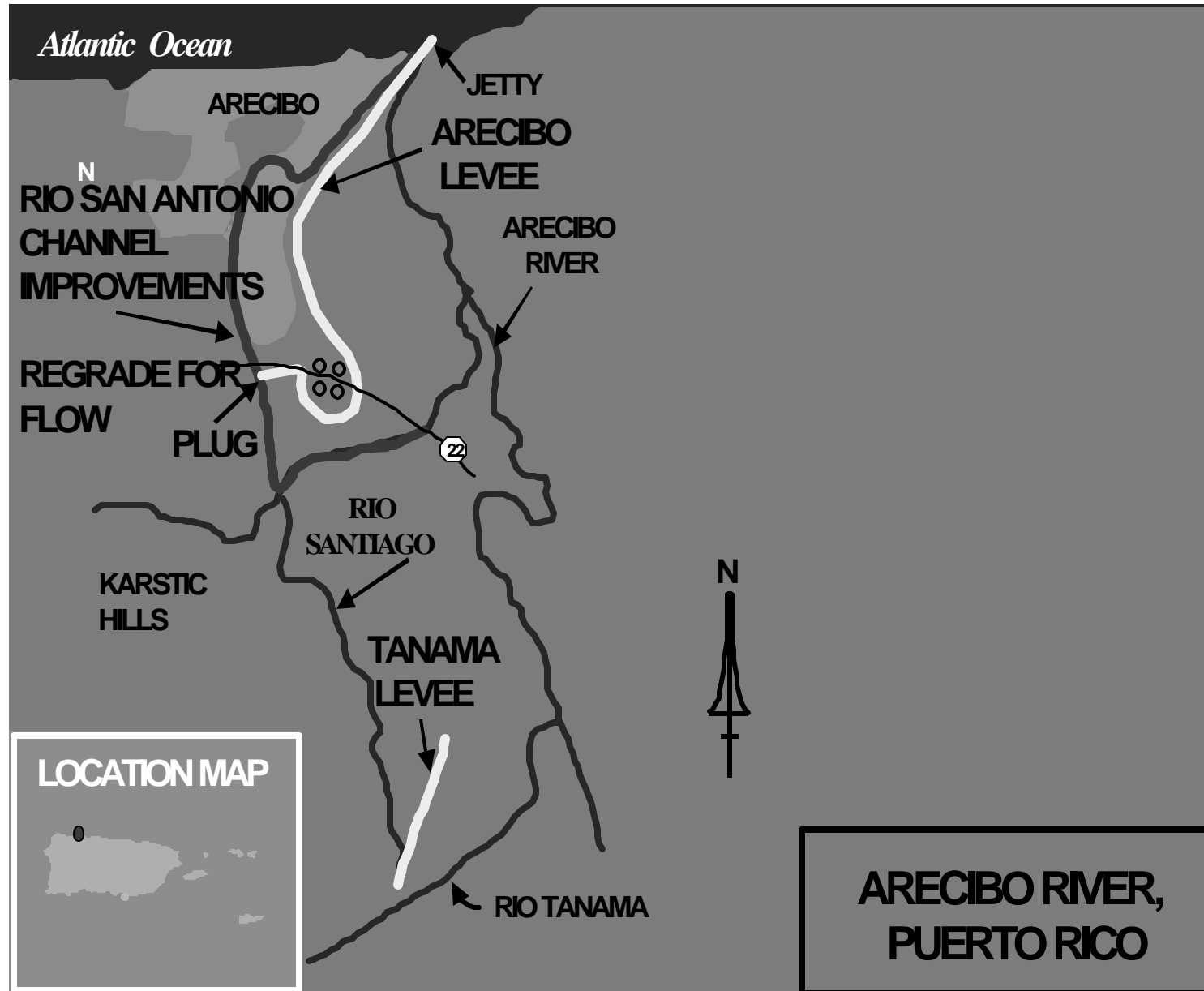
STATUS OF LOCAL COOPERATION: The Puerto Rico Department of Natural and Environmental Resources (DNER), is the local sponsor. The Project Cooperation Agreement was execution in September 2001.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$15,500,000 is an increase of \$1,100,000 over the latest estimate of \$14,400,000 submitted to Congress (FY 2002). This change includes the following:

Item	Amount
Price Escalation on Construction Features	\$1,100,000
Total	1,100,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement for the project was filed on 10 December 1993.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design (PED) were appropriated in Fiscal Year 1994 and PED was complete in September 1999. This project is on the President's Long Term Recovery Action Plan for Puerto Rico.



APPROPRIATION TITLE: Construction, General - Local Protection Projects (Flood Control)

PROJECT: Portugues and Bucana Rivers, Puerto Rico (Continuing)

LOCATION: The improvements are in and near Ponce on the Portugues and Bucana Rivers on the south coast of Puerto Rico.

DESCRIPTION: The project provides for two multiple-purpose reservoirs for flood control, water supply, general recreation, and fish and wildlife enhancement; enlargement of 5.7 miles of Bucana River and 2 miles of Portugues River; a 1.3 mile diversion channel connecting the Portugues River to lower Bucana River; and debris basins at the Bucana and Portugues Rivers. All work is programmed except the water supply increment of Portugues Dam.

AUTHORIZATION: Flood Control Act of 1970 and Water Resources Development Act of 1986.

REMAINING BENEFIT - REMAINING COST RATIO: 1.6 to 1 at 6-3/8 percent.

TOTAL BENEFIT - COST RATIO: 1.6 to 1 at 6-3/8 percent.

INITIAL BENEFIT - COST RATIO: 1.6 to 1 at 5-5/8 percent (FY 1975).

BASIS OF BENEFIT - COST RATIO: Benefits are from the July 1973 Design Memorandum Phase 1, Plan Formulation and Site Selection Report at July 1973 prices levels except for Portugues Dam where benefits are from the March 1990 Economic Reanalysis Report at January 1990 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement		434,000,000		Channels and Canals		
Programmed Construction	432,320,000			Lower Channels	100	Aug 1978
Unprogrammed Construction	1,680,000			Upper Bucana Channel	100	Jun 1983
				Upper Portugues Channel	95	May 2003
Future Non-Federal Reimbursement		213,974,000		Bucana River Debris Basin	100	Jun 1987
Programmed Construction	213,974,000			Portugues Debris Basin	100	Mar 1987
Unprogrammed Construction	0			Dams		
				Cerrillos	100	Sep 1994
Estimated Federal Cost (Ultimate)		220,026,000		Portugues (Flood Control)	30	Sep 2007
Programmed Construction	218,346,000			Portugues (Water Supply)	0	Indefinite
Unprogrammed Construction	1,680,000			Recreation		
				Channels	60	May 2003
Estimated Non-Federal Cost		359,474,000		Cerrillos	42	Mar 2002
Programmed Construction	336,191,000			Portugues	0	Sep 2007
Cash Contributions	27,103,000					
Other Costs	95,114,000			Entire Project	85	Sep 2007
Reimbursement						
Water Supply	213,974,000					
Unprogrammed Construction	23,283,000					
Cash Contributions	23,283,000					
Other Costs	0					
Reimbursement	0					
Total Estimated Programmed Construction Cost		554,537,000				
Total Estimated Unprogrammed Construction Cost		24,963,000				
Total Estimated Project Cost		579,500,000				

Division: South Atlantic

District: Jacksonville

Portugues and Bucana Rivers, PR

4 February 2002

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SUMMARIZED FINANCIAL DATA (Continued)

		ACCUM PCT OF EST FED COST
Allocations to 30 September 2001	392,916,000	
Conference Allowance for FY 2002	5,409,000	
Allocation for FY 2002	4,544,000	1/
Allocation through FY 2002	397,460,000	91%
Allocation Requested for FY 2003	5,500,000	94%
Programmed Balance to Complete After FY 2003	29,360,000	
Unprogrammed Balance to Complete After FY 2003	1,680,000	

1/ Reflects \$865,000 reduction assigned as savings and slippage

PHYSICAL DATA

Dam	Portugues	Cerrillos
Type	Concrete arch	Earth and rock-fill
Height	272 feet	323 feet
Crest Length	1,500 feet	1,555 feet
Spillway Type	Ungated concrete ogee 150 feet wide	Ungated rock cut 400 feet wide
Reservoir Capacity (Acre-Feet)		
Flood Control	8,342	17,065
Water Supply	14,000	25,200
Sediment	2,841	5,635
Total	25,183	47,900
Portugues River Channel Enlargement		2.1 miles
Bucana River Channel Enlargement		5.7 miles
Diversion Channel Connecting Portugues River to the Lower Bucana River		1.3 miles

Division: South Atlantic

District: Jacksonville

Portugues and Bucana Rivers, PR

4 February 2002

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JUSTIFICATION: The mountainous terrain above Ponce permits rapid runoff into the rivers which overflow in the lower elevation flood plains in Ponce causing loss of life and extensive property damage. The 1954 flood caused damages of \$1,297,000 (\$6,991,000 at 1989 price levels). Minor flooding occurs almost yearly and major floods occur every 5 years on the average. Other major damaging floods occurred in 1961 (\$4,931,000 at 1989 price levels), 1970 (\$2,176,000 at 1989 price levels), 1975 (\$35,253,000 at 1989 price levels), and 1985 (\$33,517,000 at 1989 price levels). The average degree of protection provided by the completed project will be the standard project flood frequency. Upon completion, 6,415 acres will be protected, including 4,310 agricultural acres, 1,855 urban acres, and 250 acres, which are undeveloped. Present value of property subject to flood damages is \$624,069,000. Average annual flood damages prevented are all attributable to existing urban development. Water supply is also a need that will be met by the Portugues and Bucana Rivers project. The water storage capacity in Lake Cerrillos is 25,200 acre-feet while ongoing studies have established a preliminary capacity for Lake Portugues of 14,000 acre-feet. Primary uses of the water supply will be municipal and industrial. Average annual benefits are as follows:

Annual Benefits	Amount
Flood Control	43,387,000
Water Supply	13,968,000
Recreation	2,418,000
Area Redevelopment	1,166,000
Total	60,939,000

FISCAL YEAR 2003: The requested amount will be applied as follows:

Recreation	500,000
Clearing Portugues Dam	284,000
Continue Portugues Dam	1,993,000
Shoal Removal Phase II	2,294,000
Construction Management	429,000
Total	5,500,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Flood Control Act of 1970 and the Water Resources Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Provide lands, easements, and rights-of-way.	73,079,000	
Modify or relocate buildings, utilities, roads, bridges, and other facilities, where necessary in the construction of the project.	20,188,000	
Pay additional cash required to bring the total Non-Federal share of the flood control costs to 25 percent and bear all costs of operation, maintenance, and replacement of flood control facilities.	21,350,000	249,900
Pay one-half of the separable costs allocated to recreation and bear all costs of operation, maintenance, and replacement of recreation facilities.	7,600,000	258,300
Pay all costs allocated to municipal and industrial water supply and bear all costs of operation, maintenance, and replacement of municipal and industrial water supply facilities.	23,283,000	85,700
Reimbursement for water supply on Cerrillos Dam	213,974,000	
Total Non-Federal Costs	359,474,000	593,900

STATUS OF LOCAL COOPERATION: The Commonwealth of Puerto Rico Department of Natural and Environmental Resources is the local sponsor. The following contract agreements are required pursuant to Section 221 of the River and Harbor and Flood Control Act of 1970 and the Water Resources Development Act of 1986:

Contract	Actual or Anticipated Execution Date
Section 221 – Cerrillos Reservoir Channels	15 Mar 1982 22 Jul 1974
Water Supply – Cerrillos Reservoir	15 Mar 1982
Recreation – Cerrillos Reservoir Channels	15 Mar 1982 24 Jun 1987
Project Cooperation Agreement – Portugues Reservoir	9 Aug 1993

Division: South Atlantic

District: Jacksonville

Portugues and Bucana Rivers, PR

4 February 2002

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STATUS OF LOCAL COOPERATION (Continued):

Portugues Dam is a concrete elliptical arch dam, curved in both the vertical and horizontal planes. The dam is designed as a multi-purpose dam to be constructed in two phases. The Commonwealth of Puerto Rico has requested that the dam be constructed as soon as possible for flood control and recreation, but to defer the water supply feature to a later date. By letter dated 15 November 1991, the Commonwealth restated their commitment to the full and complete multi-purpose Portugues Dam, and agreed to pay the additional costs required for the phased construction.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$434,300,000 is a \$3,700,000 increase over the latest estimate of \$430,300,000 presented to Congress (FY 2002). The increase is due to price level increases and escalation of construction contracts.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final EIS was filed with CEQ on 25 February 1974. A Supplemental EIS for the Portugues Dam was submitted in November 1992.

OTHER INFORMATION: Funds to initiate preconstruction planning were appropriated in Fiscal Year 1972. Funds to initiate construction were appropriated in Fiscal Year 1975.

SUMMARIZED FINANCIAL DATA FOR PROGRAMMED SEPARABLE ELEMENTS

Channels and Canals

Estimated Federal Cost		115,346,000
Estimated Non-Federal Costs		61,501,000
Cash Contributions	3,121,000	
Other Costs	58,380,000	
Total Estimated Project Cost		176,847,000

REMAINING BENEFIT - COST RATIO: Not applicable because construction is substantially complete.

SUMMARIZED FINANCIAL DATA FOR PROGRAMMED SEPARABLE ELEMENTS (Continued)

Cerrillos Dam

Estimated Total Appropriation Requirement	224,625,000
Future Non-Federal Reimbursement (Water Supply)	213,974,000
Estimated Federal Cost Ultimate	10,651,000
Estimated Non-Federal Cost Ultimate	242,945,000
Cash Contributions	5,091,000
Other Costs	23,880,000
Reimbursement:	
Water Supply	213,974,000
Total Estimated Project Cost	253,596,000

REMAINING BENEFIT-REMAINING COST RATION: Not applicable because construction is substantially complete.

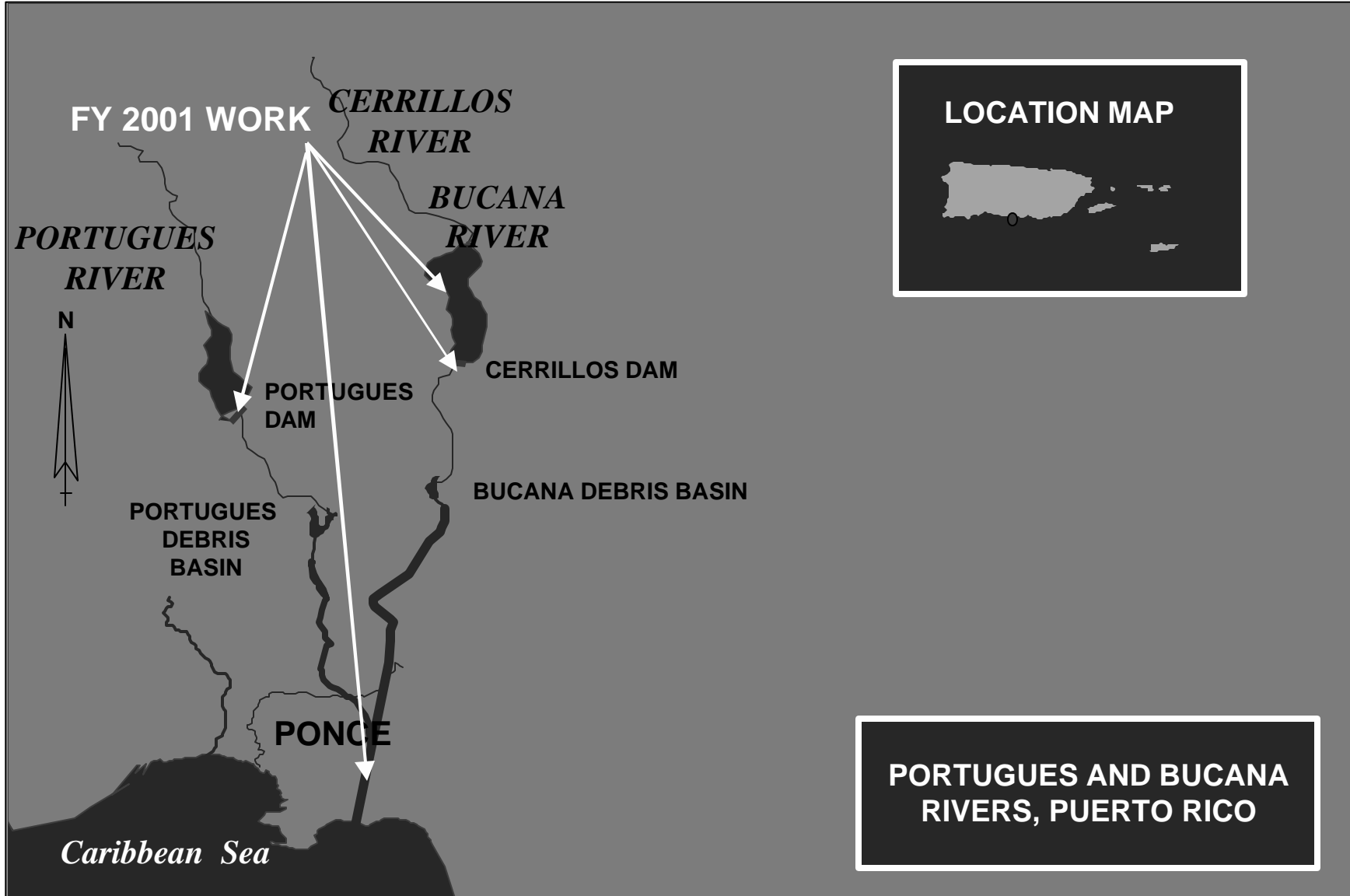
SUMMARIZED FINANCIAL DATA FOR PROGRAMMED SEPARABLE ELEMENTS (Continued)

Portugues Dam

Estimated Total Appropriation Requirement		94,029,000
Programmed Construction	93,849,000	
Unprogrammed Construction	180,000	
Estimated Non-Federal Cost		55,028,000
Programmed Construction	33,245,000	
Cash Contribution	20,391,000	
Other Costs	12,854,000	
Unprogrammed Construction	21,783,000	
Cash Contributions	21,783,000	
Other Costs	0	
Total Estimated Programmed Construction Cost		127,094,000
Total Estimated Unprogrammed Construction Cost		21,963,000
Total Estimated Project Cost		149,057,000

REMAINING BENEFIT-REMAINING COST RATION: 6.8 to 1 at 6-3/8 percent.

TOTAL BENEFIT-COST RATIO: 4.1 to 1 at 6-3/8 percent.



APPROPRIATION TITLE: Construction, General - Local Protection Projects (Flood Control)

PROJECT: Rio de la Plata, Puerto Rico (Continuing)

LOCATION: The Rio de La Plata basin drains an area of approximately 240 square miles at a point 11 miles west of San Juan. This area includes all or part of the municipalities of Dorado, Toa Baja, Toa Alta, Camerio, Cedra, Cayey, Arbonito and Barranquitas. The total population of the basin is approximately 290,000 people.

DESCRIPTION: The proposed plan calls for 7.0 miles of channel excavation and improvements, 7.6 miles of levees along both sides of the river, 8 ponding areas, wetland mitigation, recreation facilities, and the replacement of 3 bridges. The project is designed to provide 100-year flood protection for the areas south of Highway 2 and the area surrounding El Polvorin Ward and SPF protection for the remainder of the area north of Highway 2. All work is programmed. Hurricane Georges caused an estimated \$21,500,000 in damages in a 24-year event.

AUTHORIZATION: Water Resources Development Act of 1990, Sec 101(a)(19).

REMAINING BENEFIT - REMAINING COST RATIO: 1.8 to 1 at 6-3/8 percent.

TOTAL BENEFIT - COST RATIO: 1.8 to 1 at 6-3/8 percent.

INITIAL BENEFIT - COST RATIO: 1.8 to 1 at 6-3/8 percent (FY 1995).

BASIS OF BENEFIT - COST RATIO: Benefits are from the economic analyses performed for the April 1992 Limited Reevaluation Report (LRR), revised in June 1992 at October 1991 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$ 69,000,000		Relocations – Bridges	0	Sep 2009
				Channels and Canals	0	Sep 2009
Estimated Non-Federal Cost		31,800,000		Levees and Floodwalls		Sep 2009
Cash Contributions	\$ 5,503,000			Recreation	0	Sep 2009
Other Costs	26,297,000			Floodway Control and Diversion Structures	0	Sep 2009
Total Estimated Project Cost		100,800,000				
				Entire Project	7	Sep 2009
Allocations to 30 September 2001		\$ 6,339,000				
Conference Allowance for FY 2002		500,000				
Allocation for FY 2002		420,000	1/			
Allocations through FY 2002		6,759,000	10%			
Allocation Requested for FY 2003		500,000	10%			
Programmed Balance to Complete After FY 2003		61,741,000				
Unprogrammed Balance to Complete After FY 2003		0				

1/ Reflects reduction of \$80,000 assigned as savings and slippage.

PHYSICAL DATA

Relocations - Bridges (Replacement)	3
Levees – Miles	7.6
Canals – Miles	7
Ponding Areas	8
Wetlands Mitigation * - Acres	5.25
Recreation Areas	3

* An additional 10 acres of shallow lagoon and emergent marsh will also be created adjacent to the mitigation area.

Division: South Atlantic

District: Jacksonville

Rio de la Plata, PR

4 February 2002

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JUSTIFICATION: Heavy rainfall combined with the very steep slopes of the upper basin produces high discharges in a relatively short time. Flooding in the area affects over 12,300 families and numerous public buildings and commercial facilities. The President has declared the area a flood disaster area six times since 1974. The most recent flood occurred in January 1992, which damaged numerous commercial structures, public facilities and about 3,000 homes and resulted in the loss of two lives. The average annual rainfall is about 71 inches. Average annual benefits are as follows:

Annual Benefits	Amount
Flood Damage Reduction	\$ 11,366,000
Recreation	117,000
Total	11,483,000

FISCAL YEAR 2003: The requested amount will be applied as follows:

Engineering and Design	500,000
Total	500,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annuual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way and dredged material disposal areas.	\$ 7,900,000	
Modify or relocate buildings, utilities, roads, bridges, (except railroad bridges), and other facilities, where necessary in the construction of the project	18,397,000	
Pay one-half of the separable costs allocated to recreation and bear all costs of operation, maintenance, and replacement of recreation facilities	493,000	167,000
Pay 6.9 percent of the first costs allocated to flood control, and bear all cost of operation, maintenance, and replacement of flood control structures	5,010,000	200,000
Total Non-Federal Costs	31,800,000	\$ 367,000

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The Commonwealth of Puerto Rico Department of Natural and Environmental Resources is the local sponsor. Acquisition for real estate required for the first contract is underway.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$69,000,000 is an increase of \$2,300,000 from the latest estimate (\$66,700,000) submitted to Congress (FY 2002). This change includes the following:

Item	Amount
Price Escalation on Construction Features	\$2,300,000
Total	\$2,300,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed in September 1988; FONSI was signed in April 1993.

OTHER INFORMATION: Funds to initiate planning, engineering, and design were appropriated in Fiscal Year 1990, and funds to initiate construction were appropriated in October 1994. This project is on the President's Long Term Recovery Action Plan for Puerto Rico.

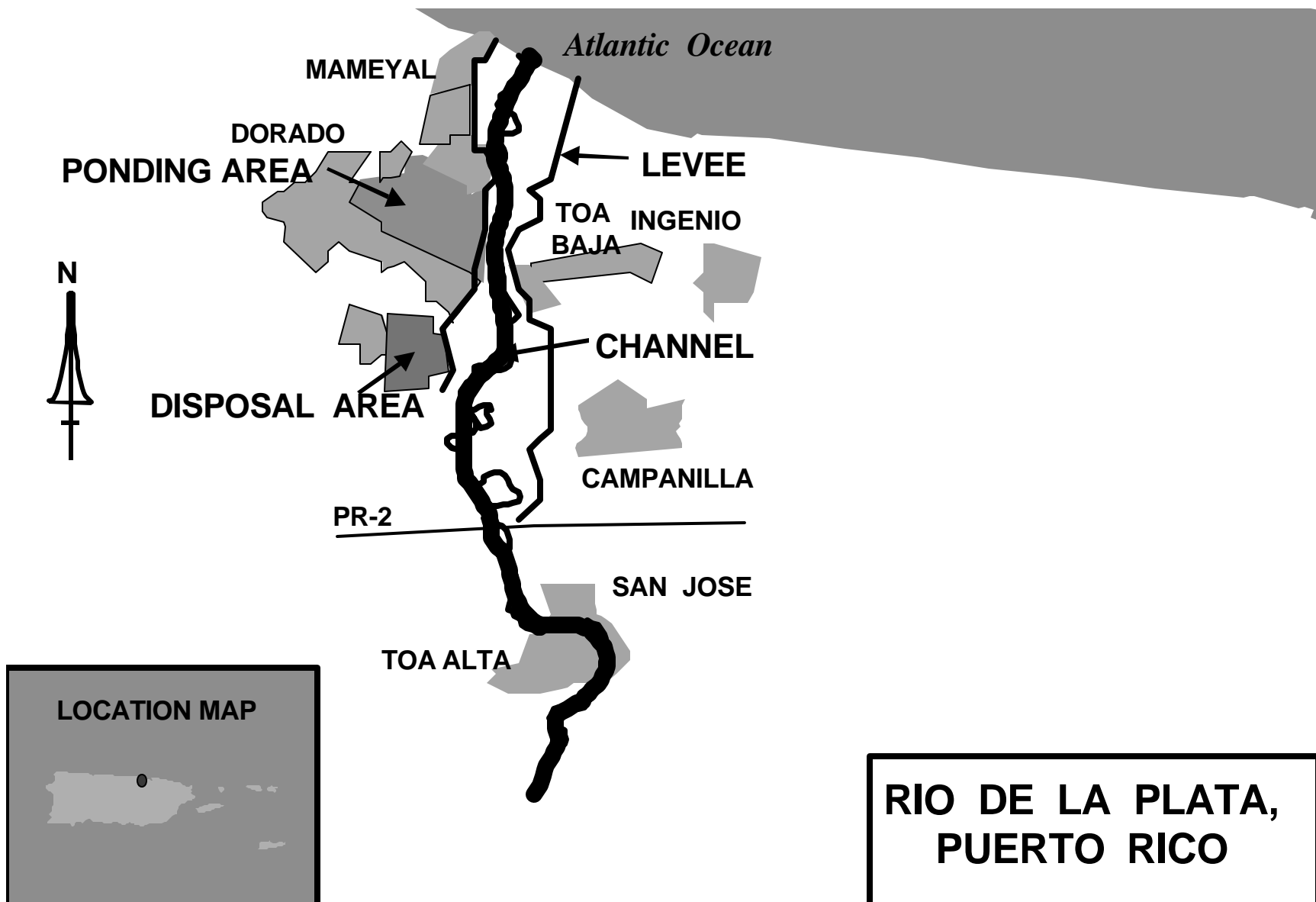
Division: South Atlantic

District: Jacksonville

Rio de la Plata, PR

4 February 2002

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Division: South Atlantic

District: Jacksonville

Rio de la Plata, PR

4 February 2002

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APPROPRIATION TITLE: Construction, General -- Local Protection Project (Flood Control)

PROJECT: Rio Grande de Manati, Puerto Rico (Continuing)

LOCATION: The project area consists of the Rio Grande de Manati basin, which is located in the north-central coastal region of Puerto Rico at the town of Barceloneta.

DESCRIPTION: The recommended plan consists of providing a 5,300 meters long ring levee, two pilot channels totaling 1,620 meters in length, and minimum interior drainage facilities. Project implementation requires acquisition of seven residential structures, relocation of one boat ramp, three highway ramps, and one agricultural road ramp, and relocation of existing utilities impacted by the levee at four locations. The project is designed to protect against the 100-year flood and would reduce 92 percent of the total annual flood damages for the flood prone areas of the town of Barceloneta. The recommended plan maximizes the net national economic development benefits.

AUTHORIZATION: Water Resource Development Act (WRDA) 1999

REMAINING BENEFIT - REMAINING COST RATIO: 4.0 to 1 at 6-3/8 percent

TOTAL BENEFIT - COST RATIO: 4.0 to 1 at 6-3/8 percent

INITIAL BENEFIT - COST RATIO: 4.0 to 1 at 6-3/8 percent

BASIS OF BENEFIT - COST RATIO: Benefits are from the economic analyses performed for the May 1998 Supplemental Report to the March 1994 Final Detailed Project Report and Environmental Assessment, updated at October 2001 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		10,700,000	Relocations – Roads	1	Sep 2003
			Channels	3	Sep 2003
Estimated Non-Federal Cost		5,600,000	Levees	2	Sep 2003
Cash Contributions	2,110,000				
Other Costs	3,490,000		Entire Project	8	Sep 2003
Total Estimated Project Cost		16,300,000			
Allocations to 30 September 2001		2,420,000			
Conference Allowance for FY 2002		1,500,000			
Allocation for FY 2002		3,299,000	1/		
Allocations through FY 2002		5,719,000	53%		
Allocation Requested for FY 2003		4,981,000	100%		
Programmed Balance to Complete after FY 2003		0			
Unprogrammed Balance to Complete after FY 2003		0			

1/ Reflects \$240,000 assigned as savings and slippage and \$2,039,000 reprogrammed to the project.

PHYSICAL DATA

Levee	5,300	Meters
Pilot Channels	1,620	Meters
Drainage Channels	5,230	Meters
Drainage Structures	2	
Road Ramps	4	

Division: South Atlantic

District: Jacksonville

Rio Grande de Manati, PR

4 February 2002

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JUSTIFICATION: The overflow of the Rio Grande de Manati results in severe and frequent flooding to the entire town of Barceloneta (population of 5,000 people) and affects over 300 acres of highly urbanized area with 914 residential structures, 91 commercial structures, 51 institutional facilities, and 14 industrial buildings. Since the turn of the century, there have been at least fifteen damaging floods on the Rio Grande de Manati. Floodwaters from the floods of May 1985 and those resulting from the passage of Georges caused damages totaling over \$10.0 million and President declared the town of Barceloneta a disaster area. This project has been identified as the number one priority in the President's Long-Term Recovery Action Plan for flood damage prevention in the Commonwealth of Puerto Rico.

Item	Amount
Flood Control	4,243,000
Total Annual Benefits	4,243,000

FISCAL YEAR 2003: The requested amount will be applied as follows:

Channels	989,000
Levees	3,073,000
Engineering During Construction	44,000
Supervision and Administration	875,000
Total	4,981,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Chief of Engineers Report dated 22 January 1999 and WRDA 1999, the non-Federal sponsor must comply with the requirements listed below for programmed work.

Requirements of Local Cooperation	Payments During Construction, and Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Provide lands, easements, rights of way, and dredged material disposal areas.	1,891,000	
Modify or relocate buildings, utilities, roads, bridges (except railroad bridges), and other facilities, where necessary in the construction of the project.	1,636,000	
Pay 16.9 percent of the first costs allocated to flood control, and bear all cost of operation, maintenance, and replacement of flood control structures.	2,073,000	20,000
Total non-Federal payments during construction	5,600,000	20,000

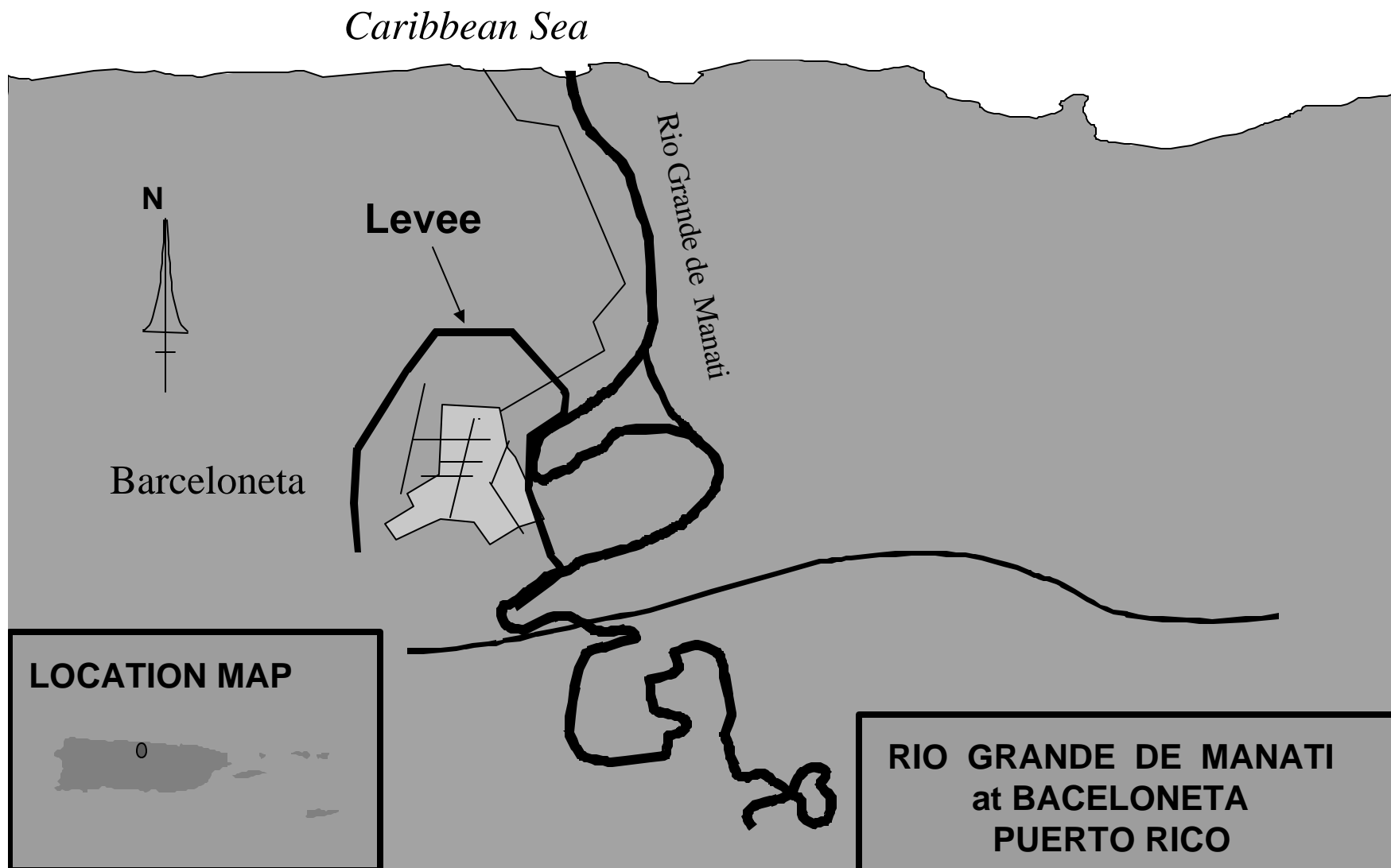
The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: Commonwealth of Puerto Rico Department of Natural and Environmental Resources (DNER) is the local sponsor. The Project Cooperation Agreement was executed under Section 205 of the Continuing Authorities Program on 10 May 1999. This project was initially pursued under the Continuing Authorities Program (CAP), but as the cost of the project substantially exceeds the CAP scope, specific authorization was sought and subsequently included in WRDA 1999. This authorization adjusted the project cost sharing by removing the \$5 million Federal cost limitation under CAP and require the sponsor to provide a minimum of 35 percent, but not to exceed 50 percent. An amendment to the PCA to amend the cost sharing was executed March 2001.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate is \$10,700,000 and remains unchanged from the initial budget submitted to Congress (FY 2001).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Finding of No Significant Impact (FONSI) was signed on 24 March 1994 and Water Quality Certification was issued on 15 August 1995.

OTHER INFORMATION: Funds to initiate plans and specifications were allocated in Fiscal Year 1995 under the Continuing Authority Program. Due to the relatively high non-federal cost sharing under the Continuing Authority Program, the Puerto Rico Resident Commissioner has pursued a direct Congressional Authorization. The execution of the PCA under Section 205 of the Continuing Authorities Program was based upon the need to expedite implementation of this project. Land acquisition by the local sponsor is currently underway.



APPROPRIATION TITLE: Construction, General - Local Protection Project (Flood Control)

PROJECT: Rio Puerto Nuevo, Puerto Rico (Continuing)

LOCATION: The Rio Puerto Nuevo drainage basin is located within the San Juan Metropolitan Area along the northern coast of Puerto Rico. The basin joins the southeast side of San Juan Harbor and extends south and up into the foothills of the central mountains of Puerto Rico. The basin is traversed by the Rio Piedras, Rio Puerto Nuevo, Quebrada Margarita, Quebrada Josefina, Quebrada Dona Ana, Quebrada Buena Vista, and Quebrada Guaracanal.

DESCRIPTION: The proposed plan calls for improvements to 11.2 miles of the existing channels of Rio Puerto Nuevo and Rio Piedras and five tributaries of the Rio Puerto Nuevo drainage basin. The project is designed to provide 100-year flood protection for the areas adjacent to the Puerto Nuevo and its tributaries. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1986.

REMAINING BENEFIT - REMAINING COST RATIO: 2.5 to 1 at 6-3/8 percent.

TOTAL BENEFIT - COST RATIO: 2.5 to 1 at 6-3/8 percent.

INITIAL BENEFIT - COST RATIO: 2.5 to 1 at 6-3/8 percent.

BASIS OF BENEFIT - COST RATIO: Benefits are from the economic analyses performed for the revised General Design Memorandum dated June 1991 at October 1989 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2001)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		331,900,000	Relocations	45	Sep 2014
			Roads, Railroads, Bridges	45	Sep 2010
Estimated Non-Federal Cost		110,100,000	Channels and Canals	20	Sep 2014
Cash Contributions	55,713,000		Recreation	0	Sep 2014
Other Costs	54,387,000				
Total Estimated Project Costs		442,000,000	Entire Project	25	Sep 2014
Allocations to 30 September 2001		77,613,900			
Conference Allowance for FY 2002		9,000,000			
Allocation for FY 2002		7,562,000	1/		
Allocations through FY 2002		85,175,900	26%		
Allocation Requested for 2003		8,778,000	29%		
Programmed Balance to Complete after FY 2003		237,946,100			
Unprogrammed Balance to Complete after FY 2003		0			

1/ Reflects \$1,438,000 reduction assigned as savings and slippage.

PHYSICAL DATA

Relocations - Bridges (Replacement)	17
Relocations - Bridges (Modification)	8
Relocations - Bridges (Construction)	5
Canals - Miles	11.2
Debris Basins	2
Stilling Areas	2

Division: South Atlantic

District: Jacksonville

Rio Puerto Nuevo, PR

4 February 2002

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JUSTIFICATION: The intense development in the basin has altered the natural discharge patterns, significantly increased the runoff rates and restricted the flows in the flood plain. There are over 240,000 people living in the 25 square mile drainage basin. The area is over 90% developed and is expected to be 100% developed by the year 2000. Development has progressed to the point where some of the tributary channels are not capable of carrying the two-year storm without causing flooding.

In many areas, houses and other buildings are built adjacent to the banks of the channels and further restrict flood flows. Over 5,700 families would be subject to flooding from the 100-year storm under existing conditions. The average annual rainfall is about 71 inches. Average annual benefits are as follows:

Annual Benefits	Amount
Flood Control	66,750,000
Total	66,750,000

FISCAL YEAR 2003: The requested amount will be applied as follows:

Channels and Canals	7,558,000
Planning, Engineering, and Design	500,000
Supervision and Administration	720,000
Total	8,778,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation, the non-Federal sponsor must comply with the requirements listed below for programmed work.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, right-of-way, and dredged material disposal areas.	25,029,000	
Modify or relocate buildings, utilities, roads, bridges (except railroad bridges), and other facilities, where necessary in the construction of the project.	26,089,000	
Pay one-half of the separable costs allocated to recreation and bear all costs of operation, maintenance, and replacement of recreation facilities.	446,000	
Pay 12.37 percent of the first costs allocated to flood control, and bear all cost of operation, maintenance, repair, rehabilitation, and replacement of flood control structures.	58,536,000	
Total Non-Federal Costs	110,100,000	0

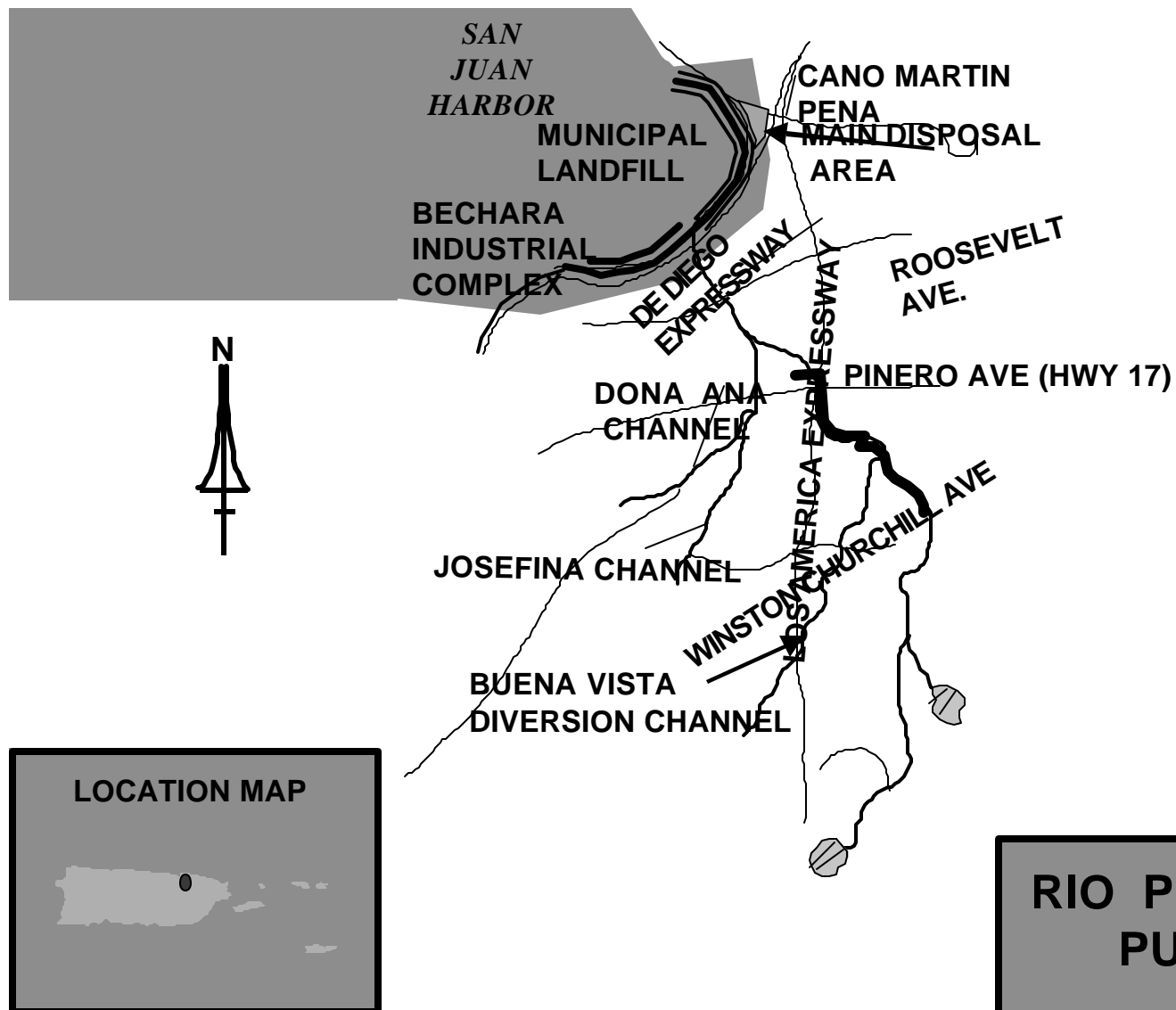
The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The Commonwealth of Puerto Rico Department of Natural and Environmental Resources is the local sponsor. A Project Cooperation Agreement for the project was executed in March 1994.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$331,900,000 is a \$900,000 increase from the latest estimate of \$331,000,000 last presented to Congress (FY 2002). This increase is due to price escalation in construction features.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement for the project was filed on 6 December 1985. The Finding of No Significant Impact (FONSI) was approved in July 1992.

OTHER INFORMATION: Funds to initiate preconstruction, engineering and design were appropriated in Fiscal Year 1987. Funds to initiate construction were appropriated in Fiscal Year 1994.



APPROPRIATION TITLE: Construction, General - Local Protection (Flood Control)

PROJECT: Roanoke River Upper Basin, Virginia, Headwaters Area (Continuing)

LOCATION: The project is located on the Roanoke River in the City of Roanoke, Virginia.

DESCRIPTION: The project includes about 6.2 miles of channel widening along the 10 miles of river through the City of Roanoke, Virginia. Channel widening will be accomplished with the construction of a benched channel above the elevation of the average stream flow. Other flood damage reduction features include flood proofing at two locations, training walls to prevent floodwater intrusion into low areas along the river, replacement of two low-level bridges, which constrict stream flows, and a flood warning system. Recreation facilities consist of a 5-mile recreation trail along the project reach and access and parking areas. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1986 and Energy and Water Development Appropriation Act of 1990.

REMAINING BENEFIT - REMAINING COST RATIO: 1.2 to 1 at 8-7/8 percent.

TOTAL BENEFIT - COST RATIO: 1.01 to 1 at 8-7/8 percent.

INITIAL BENEFIT - COST RATIO: 1.3 to 1 at 8-7/8 percent (FY 1990).

BASIS OF BENEFIT - COST RATIO: Benefits are from the General Design Memorandum approved in January 1990 at 1988 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$37,200,000			
Estimated Non-Federal Cost		\$21,000,000	Entire Project	22	30 September 2010
Cash Contributions	5,918,000				
Other Costs	15,082,000				
Total Estimated Project Cost		\$58,200,000			
Allocations to 30 September 2001		\$7,744,000			
Conference Allowance for FY 2002		3,000,000			
Allocation for FY 2002		2,521,000	1/		
Allocations through FY 2002		10,265,000	28		
Allocation Requested for FY 2003		850,000	34		
Programmed Balance to Complete after FY 2003		26,085,000			
Unprogrammed Balance to Complete after FY 2003		0			

1/ Reflects \$479,000 reduction assigned as savings and slippage.

PHYSICAL DATA

Project Features:		Relocations:	
Channel Excavation	27,000 linear feet	Utility	3,880 linear feet
Training Wall	6,100 linear feet	Roads	2,000 linear feet
Paved Recreation Trail	26,400 linear feet	Overhead Line	6,350 linear feet
Parking/Access Areas	3 each	Buildings	13 each
Riprap	28,000 tons	Bridges	2 each

Division: South Atlantic

District: Wilmington

Roanoke River Upper Basin, VA, Headwaters Area

4 February 2002

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PHYSICAL DATA (Continued)

Land Acquisition (acres):	
Total Rights of Way Requirement	195
Flood Control Rights of Way	185
Disposal Areas (Temporary)	40
Recreation Rights of Way (Separable)	20
Right of Way Underwater	110

JUSTIFICATION: The project will provide improvements for flood protection and recreation. Most of the property that would be protected is industrial and commercial with a value of \$680,000,000. The average annual damages in the project area are estimated at \$5,777,000 at October 1988 price levels and 1988 level of development over the next 50 years if no flood control facilities are provided. The project would reduce these damages by \$3,126,200. The maximum flood of record, November 1985, caused damages estimated at \$112,424,000 under 1985 conditions of development and price levels. Damages at 1988 levels of development and October 1988 price levels would be \$119,997,000. Floodplain development is not promoted by the project. Return on investments by local businesses is adversely affected by the flood problem. Firms have to use resources to repair and attempt flood proofing that could be used for expansion and modernization. In this respect, return on investment is suppressed. The project will have a beneficial effect on a variety of firms and increase return on investment throughout the floodplain. Average annual benefits are as follows:

Annual Benefits	Amount
Flood Damage Prevention	\$3,126,200
Recreation	228,100
Total	\$3,354,300

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue Monitoring of Endangered Species	50,000
Planning, Engineering and Design	800,000
Total	\$850,000

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide all lands, easements, and rights of way including suitable spoil disposal areas	\$11,177,000	
Modify or relocate buildings, utilities, roads and other facilities except railroad bridges, where necessary for construction of the project.	3,905,000	
Pay 25 percent of the cost of the flood warning system (partially offset by a credit for lands, easements, rights of way, and relocations).	10,000	
Pay 5 percent of the total cost allocated to flood control in cash in addition to all lands, easements, rights of way and relocations, and bear all costs of operation, maintenance, and replacement of flood control facilities.	2,321,000	\$101,000
Pay one-half of the separable cost allocated to recreation (partially offset by a credit for land, easements, rights of way and relocations) and bear all costs of operation, maintenance and replacement of recreation facilities	3,220,000	9,000
Pay 25 percent of the cost of the non-structural flood proofing (partially offset by a credit for lands, easements, rights of way and relocations).	367,000	
Total Non-Federal Costs	\$21,000,000	\$110,000

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

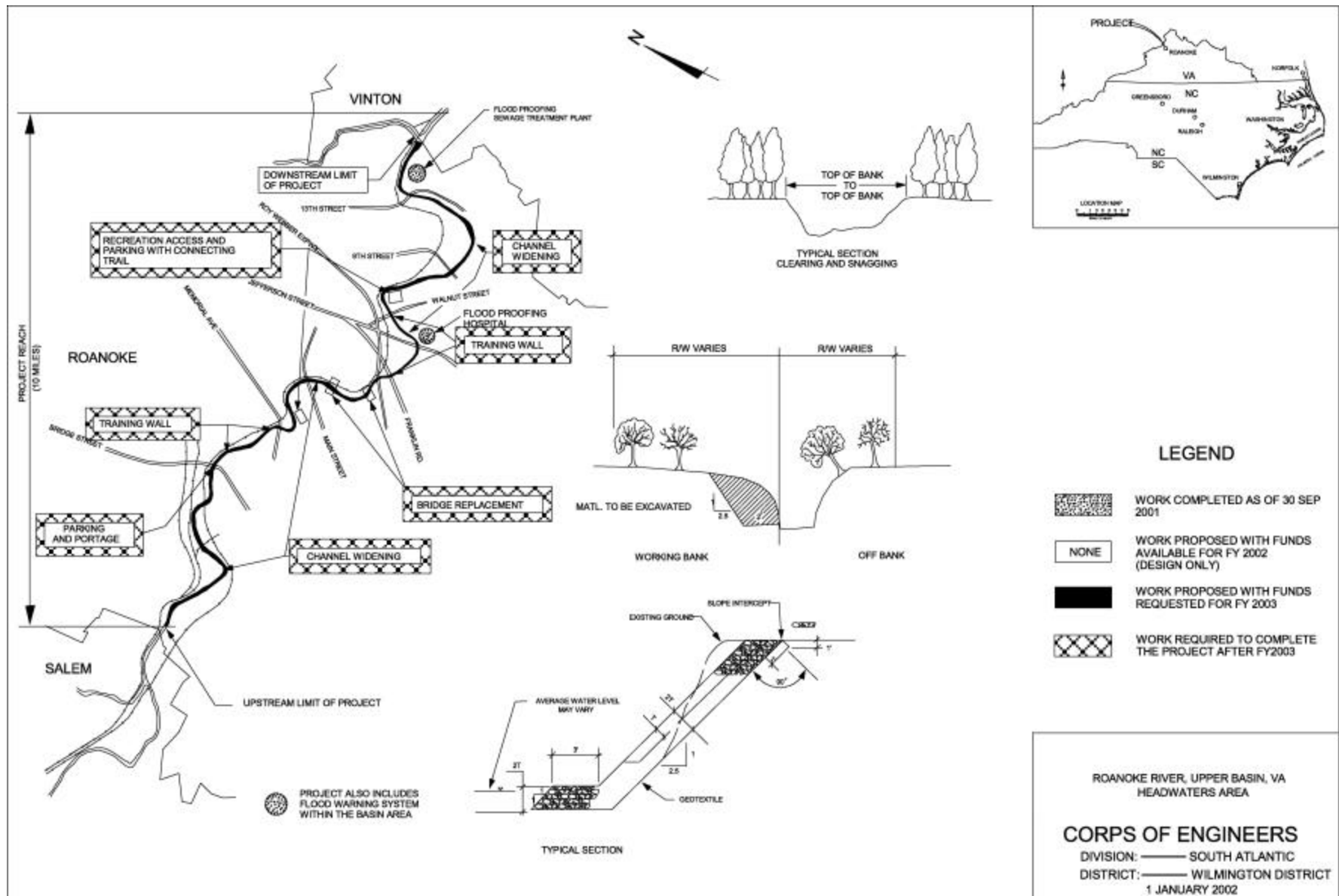
STATUS OF LOCAL COOPERATION: The City of Roanoke is the project sponsor. On 11 April 1989 the voters of the City of Roanoke approved the sale of \$7.5 million worth of bonds to pay Roanoke's required cash contribution, acquire lands that are not currently owned and pay for relocation of bridges and utilities. The Local Cooperation Agreement was executed on 25 June 1990. A supplement to the Local Cooperation Agreement addressing the reimbursement for the flood proofing of the hospital was executed in January 1993. Design and construction of the project had been deferred for eight years due to concerns the sponsor had over assuming liability for potential HTRW issues that might arise during project construction. The City in conjunction with the Corps, EPA and the Virginia Department of Environmental Quality conducted an extensive investigation and review of the project right of way to alleviate these concerns. Hazardous material was found at two sites. The landowner has cleaned these sites. Soil contamination was found at 14 other sites. A project action plan for the screening and disposal of this material has been prepared and reviewed by the sponsor and the Virginia Department of Environmental Quality.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$37,200,000 is an increase of \$6,200,000 from the latest estimate (\$31,000,000) last presented to Congress (FY 2002). This change includes the following items.

Item	Amount
Price Escalation on Construction Features	+\$ 900,000
Design Changes	5,300,000
Total	+\$6,200,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final environmental impact statement was filed with the Environmental Protection Agency in February 1985. A Finding of No Significant Impact for design changes was signed on 30 June 1989.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1986 and funds to initiate construction were appropriated in FY 1990. The project was modified by the Energy and Water Development Appropriations Act of 1990 to increase the total estimated project cost to \$29,000,000 (October 1988 price levels). The Roanoke Logperch, which is located in the project area, was listed as an endangered species effective 18 September 1989 and will be monitored during project construction. Reimbursement for the Federal share of the flood proofing of Roanoke Hospital, as authorized by Section 102cc of the Water Resources Development Act of 1990, in the amount of \$501,000, was made in February 1993. The latest completion date of September 2010 is a slippage from the latest completion date of September 2008 presented to Congress. This change is due to out year funding constraints.



Division: South Atlantic

District: Wilmington

Roanoke River Upper Basin, VA, Headwaters Area

4 February 2002

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APPROPRIATION TITLE: Construction, General - Multiple Purpose Power

PROJECT: Richard B. Russell Dam and Lake, Georgia and South Carolina (Continuing)

LOCATION: The project is located on the Savannah River about 275 miles above the mouth, 16 miles southeast of Elberton, Georgia and between the existing J. Strom Thurmond and Hartwell Lakes.

DESCRIPTION: The project consists of a concrete gravity-type dam, flanked by earth embankments with a maximum height of 200 feet above the river. The total length of 5,616 feet consists of a 1,884-foot concrete section and embankments of 3,732 feet. The gate-controlled spillway has a design capacity of 800,000 c.f.s. The project includes the installation of 328 megawatts of conventional power completed in January 1986 and 320 megawatts of reversible pumped storage power for a total available capacity of 648 megawatts. All work is programmed.

AUTHORIZATION: Flood Control Act of 1966, modified by the Water Resources Development Act of 1976 and the Water Resources Development Act of 1986.

REMAINING BENEFIT - REMAINING COST RATIO: Not applicable because project construction is substantially complete.

TOTAL BENEFIT - COST RATIO: 1.9 to 1 at 3 1/4 percent.

INITIAL BENEFIT - COST RATIO: 2.0 to 1 at 3 1/4 percent (FY 1972).

BASIS OF BENEFIT - COST RATIO: Benefits are from the cost allocation study completed in December 1991 at October 1991 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	618,100,000		Entire Project	98	Sep 2006
Future Non-Federal Reimbursement	590,583,000				
Estimated Federal Cost (Ultimate)	27,517,000				
Estimated Non-Federal Cost	592,483,000				
Cash Contributions	1,900,000				
Reimbursements	590,583,000				
Total Estimated Project Cost	620,000,000				
Allocations to 30 September 2001	605,885,000				
Conference Allowance for FY 2002	3,000,000				
Allocation for FY 2002	921,000	1/			
Allocations through FY 2002	606,806,000	98			
Allocation Requested for FY 2003	1,000,000	98			
Programmed Balance to Complete after FY 2003	10,294,000				
Unprogrammed Balance to Complete after FY 2003	0				

1/ Reflects \$479,000 reduction assigned as savings and slippage and \$1,600,000 reprogrammed from the project.

PHYSICAL DATA

Dam		Relocations-Roads (Miles)	19.5
Type: Concrete Gravity, flanked by earth embankments		Railroads (Miles)	9.1
Maximum Height (Feet)	200	Initial Power Installation	
Length		4 Conventional Units (MW)	82
Concrete Section (Feet)	1,884	4 Pump Storage Units (MW)	80
Embankments (Feet)	23,732	Normal Average Head (Feet)	144
Spillway		Reservoir Capacity (Acre-feet)	
Type: Gate Controlled		Flood Control	140,000
Design Capacity (c.f.s)	800,00	Power	126,800
Lands and Damages (Acres)	0	Dead Storage	899,400
Type: Predominantly timber and Agricultural	53,112		
Improvements: Typical farm units			

JUSTIFICATION: The 648 megawatts installation, including pumped storage, will help meet the increased power requirements and rapid growth demands in this region. The output can be marketed and fully utilized immediately upon project completion in Federal Energy Regulatory Commission (FERC) supply areas 21, 22, and 23. This includes all of South Carolina, most of North Carolina, Georgia, Alabama, and parts of Mississippi and Florida. The FERC has stated repeatedly the need for this power source. This project will be an integral unit of the plan for development of the Savannah River Basin for flood control, navigation, power, and allied purposes. The recreational facilities will serve an area within a large zone of influences surrounding the three-lake complex of J. Strom Thurmond, Hartwell, and Richard B. Russell lakes. The estimated initial attendance at the project was 1,000,000 and should exceed 4,600,000 in the early 2000's. Average annual benefits are as follows:

Annual Benefits	Amount
Power	\$ 52,995,000
Flood Control	177,000
Recreation	3,597,000
Fish and Wildlife	71,000
Area Redevelopment	4,212,000
Total	\$ 61,052,000

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue environmental monitoring of pumped storage operation	\$ 50,000
Continue work on Static Start Fabrication	500,000
Planning, Engineering and Design	100,000
Construction Management	150,000
Total	\$1,000,000

NON-FEDERAL COST: In accordance with Public Law 89-72, agreements for recreation development with the States of Georgia and South Carolina have been executed and were approved by the Secretary of the Army 20 May 1974. The costs allocable to power are reimbursable, and will be reviewed and adjusted, based on construction costs when the project becomes operational.

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of local Cooperation		
Capital Cost allocated to power.	571,810,000	3,557,000
Pay, contribute in kind, or repay (repayment not to exceed 50 years) with interest, one-half of the separable costs allocated to recreation.	20,673,000	
Bear all costs of operation, maintenance, repair, rehabilitation, and replacement of recreation facilities.	0	249,000
Total Non-Federal Costs	592,483,000	3,806,000

STATUS OF LOCAL COOPERATION: The State of Georgia began payments for recreation reimbursements in May 1985. The State of South Carolina began payments in August 1985. Responsibility for repayment of power costs rests with the Southeastern Power Administration pursuant to Federal Laws.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$618,100,000 is the same as the latest estimate presented to Congress (FY 2002).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement (EIS) on conventional installation was submitted to Council on Environmental Quality (CEQ) on 31 May 1974. A supplement on water quality to the final EIS was filed with CEQ in May 1976. The final EIS on pumped storage was filed with the Environmental Protection Agency (EPA) in October 1979. The Supplement on fish and wildlife mitigation to the final EIS was filed with the EPA in December 1981. A supplement to the final EIS on pumped storage was filed in August 1991. A final NEPA document (Environmental Assessment) now based on 4 ½ years of environmental testing is complete. It embodies those technical items that the Corps of Engineers (COE) and South Carolina have reached agreement on, relating to operational measures, construction of an O2 system to increase fish habitat and continued environmental monitoring of a commercial operation. The EA for Pumped Storage was completed in FY 1999 and the FONSI was signed in August 1999.

OTHER INFORMATION: Funds to initiate preconstruction planning were appropriated in FY 1968. Funds to initiate land acquisition were appropriated in FY 1971 and allocated in FY 1972. Initial construction funds were appropriated in FY 1975. The scheduled completion date of September 2006 for programmed work is a slippage from the latest completion date of September 2005 presented to Congress. This change is due to out year funding constraints.

A preliminary injunction halting the installation of pumped storage was issued on 23 May 1988. A hearing on the merits of our appeal for injunctive relief was held on 8 December 1988 in the 4th Circuit Court of Appeals in Richmond, Virginia. On 24 January 1989, the Richmond 4th Circuit Court of Appeals granted injunctive relief to the COE to only install the reversible pump turbines. Testing and operation is contingent on demonstrating through the supplemental EIS process that units can be operated in a responsible manner without unduly impacting existing fish habitat. With the record-of-decision on the Supplemental EIS, dated 4 September 1991, the Corps completed a settlement with the litigants to proceed forward into a phased testing and monitoring plan to address environmental issues concerning pumped storage. On 6 December 1991, the Federal District Court of Charleston, South Carolina, modified the pump storage injunction to permit testing of the first pumped storage units and permit advertising of the pumped storage conveyance channel.

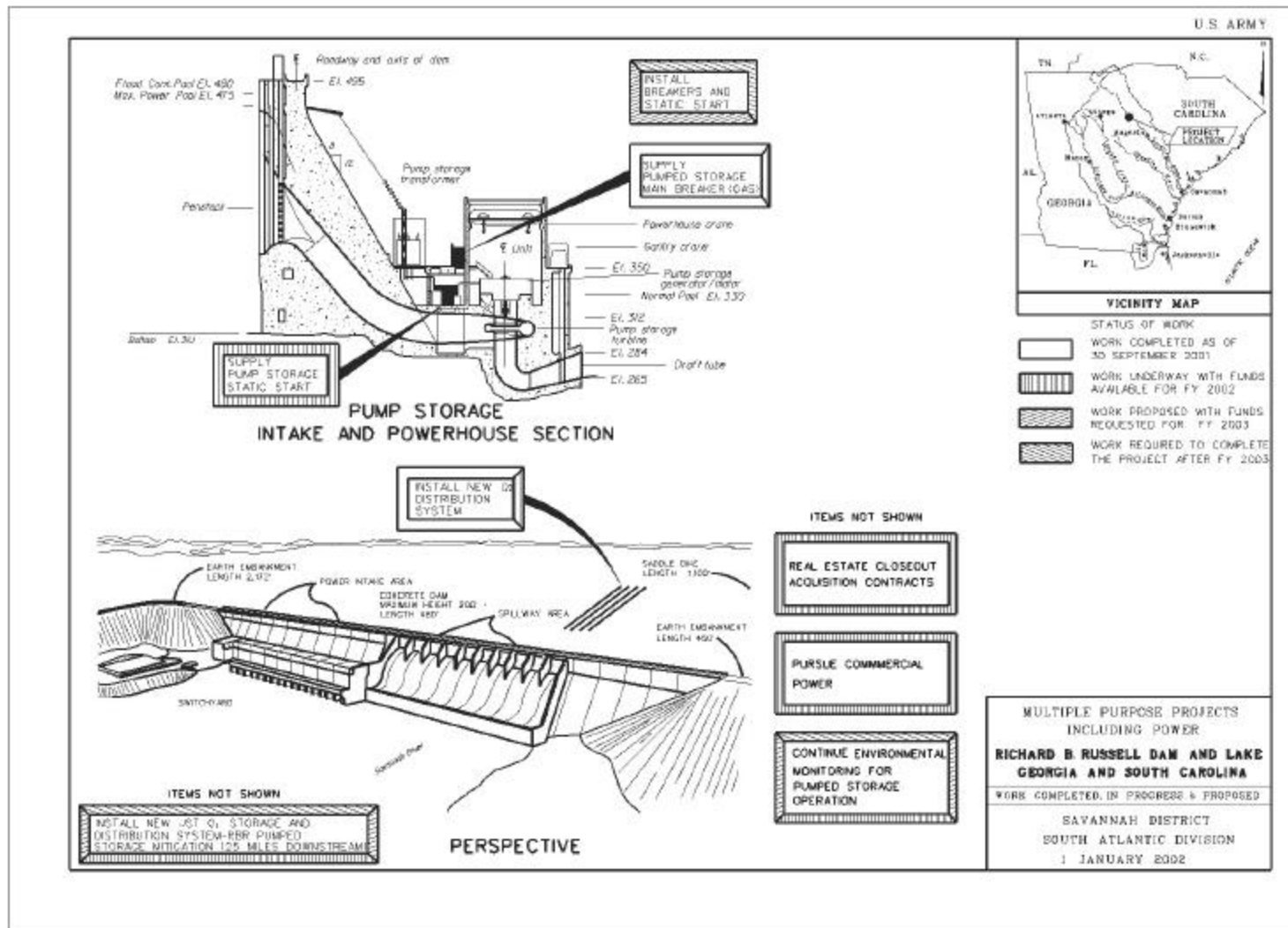
On 8 April 1992, the Charleston District Federal Court granted injunctive relief to allow environmental testing of the pumped storage units from May 1992 through October 1993 (subsequently from March 1993 through October 1996) and allow the award of the dredging of the tailrace channel. This schedule conforms to the Federal Court and the Corps commitment to the resource agencies as stated in the supplement to the final environmental impact statement record-of-decision. Environmental clearance for dredging was attained 27 May 1994. Dredging the tailrace conveyance channel was tied to the phased testing process in accordance with the consent order and it was included in the final EIS on pumped storage. The dredging was completed in March 1995. The Vortex Fix scheduled for unit eight was warded in February 1994 and installation was completed in December 1994. A second contract was awarded in February 1996 and completed in March 1996. This contract, a Rock Jetty Flow Diversion Structure, was fully successful in eliminating the remaining vortex influence on fish entrainment at Unit eight.

After 4 1/2 years, environmental testing is now complete at Richard B. Russell Dam and Lake. The Savannah District completed the Final Phase III Environmental Report for Interagency Review and comment in August 1997. Review of the data from Phase III final testing of full operations (April 1996 through October 1996) indicates minimal environmental impact to the fishery and possible environmental impact to water quality due to thermal warming to 27 degrees centigrade, which exceeds the comfort range of large striped bass by one degree of the Tailwater Region. This thermal impact can exist in the summer months.

OTHER INFORMATION (Continued):

The South Carolina Department of Natural Resources requested full compensation for fish losses throughout the remaining life of the turbines (45 years) and a four-month moratorium on springtime pumping as an offer to avoid final litigation action in Federal District Court. We have since agreed upon limited springtime pumping for the months of March, April, and May which will not impact the dependable annual capacity and marketing of this power, and will further reduce already very low numbers of springtime sport fish entrainment. The Corps and the Department of Justice cannot pay compensation for fish losses. The remaining impasse to reaching an agreement rests in the legal arena. The plaintiffs, SCDNR and NWF refuse to release USACE from the current injunction, because the Corps of Engineers could not agree to the state's demands for authority to approve any change in operation of the project and for payment to the state for fish killed. The Government also refused to construct recreational facilities demanded by the State of Georgia unrelated to mitigation for this project. The Savannah District will implement springtime pumping limitations and other agreed upon mitigation measures as described herein, which are appropriate, and within our authorities. The commitment and decision to operate the project in accordance with these measures are contained in the final NEPA documentation signed 17 August 1999. The NEPA decision document and Finding of No Significant Impact (FONSI) was signed by Colonel Joseph K. Schmitt, the Savannah District Commander. Funding for the JST o2 system and other measures have been approved but construction and implementation is dependent upon release from the injunction.

The Pumped Storage can be declared commercially available in FY 2001 with a favorable decision from U.S. District Court. A Hearing on the Corps' request for summary judgement to dismiss the injunction was conducted on 17 October 2000 in the Charleston, SC U.S. District Court. We expect a decision before the end of the calendar year. If the decision is appealed to the 4th Circuit Court in Richmond, VA, then a dismissal of the injunction may take another four to six months.



Division: South Atlantic

District: Savannah

Richard B. Russell Dam and Lake, GA & SC

4 February 2002

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APPROPRIATION TITLE: Construction, General - Dam Safety Assurance (Multiple Purpose Power)

PROJECT: Hartwell Lake, Clemson Upper and Lower Diversion Dams, South Carolina (Seismic Deficiency Correction) (Continuing)

LOCATION: The Hartwell project is located on the Savannah River, Georgia and South Carolina, 289 miles above the mouth, 89 miles above Augusta, Georgia, and 67 miles above J. Strom Thurmond Dam. The Clemson Diversion Dams which are a part of the Hartwell project are located adjacent to Clemson, South Carolina, in the Seneca River channel, South Carolina, approximately 20 miles above the confluence of the Seneca River and the Savannah River, and 27 miles above Hartwell Dam.

DESCRIPTION: The Clemson Diversion Dams were constructed in 1960-61 as part of the Hartwell project to prevent flooding of valuable lands, recreation facilities, structures, roads, and athletic facilities of Clemson University by impounded water behind Hartwell Dam. The dams were constructed of mostly random earth fill and founded on alluvium with inclined chimney drain and horizontal drainage blanket for internal seepage control. Concrete cutoff walls were installed in 1983-84 to alleviate seepage problems, which had occurred since construction. The Upper Diversion Dam has a maximum height of 75 feet and a length of 2,100 feet. The Lower Diversion Dam has a maximum height of 75 feet and a length of 3,000 feet. The design of the dams, which was performed in the late 1950's, did not consider earthquake loading. Both dams were constructed on floodplain alluvium, and exploratory soil borings have revealed the presence of a continuous layer of loose, saturated cohesionless materials in the foundation of each dam.

AUTHORIZATION: The Flood Control Acts of 1950 and 1958.

REMAINING BENEFIT - REMAINING COST RATIO: Not applicable.

TOTAL BENEFIT - COST RATIO: Not applicable.

INITIAL BENEFIT - COST RATIO: Benefits are non-monetary.

BASIS OF BENEFIT - COST RATIO: Not applicable.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	8,741,000		Entire Project	6	Sep 2003
Future Non-Federal Reimbursement	1,180,000				
Estimated Federal Cost (Ultimate)	7,561,000				
Estimated Non-Federal Cost					
Cash Contributions	0				
Reimbursements	1,180,000				
Total Estimated Project Cost	8,741,000				
Allocations to 30 September 2001	450,000				
Conference Allowance for FY 2002	2,500,000				
Allocation for FY 2002	2,500,000	1/			
Allocations through FY 2002	2,950,000	34			
Allocation Requested for FY 2003	5,791,000	100			
Programmed Balance to Complete after FY 2003	0				
Unprogrammed Balance to Complete after FY 2003	0				

1/ Reflects \$400,000 reduction assigned as savings and slippage and \$400,000 reprogrammed to the project.

PHYSICAL DATA

Upper Diversion Dam

Constructed of earth fill on alluvium with inclined chimney drain, horizontal drainage blanket, and concrete cutoff walls. Length is 2,100 feet. Average height is 55 feet.

Lower Diversion Dam

Constructed of earth fill on alluvium with inclined chimney drain, horizontal drainage blanket, and concrete cutoff walls. Length is 3,000 feet. Average height is 55 feet.

Division: South Atlantic

District: Savannah

Hartwell Lake, Clemson Upper and Lower Diversion Dams, SC

4 February 2002

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JUSTIFICATION: The results of dynamic analyses, including finite element analyses, performed using data obtained from field and laboratory investigations, indicate that upon the occurrence of a maximum credible earthquake (MCE) event, a liquefaction failure of the downstream section of the Clemson Upper and Lower Diversion Dams could occur. The MCE event for the dams has a peak ground acceleration of 0.19g. More critically, additional analyses indicate that the downstream failure could be triggered by lesser earthquake events having acceleration in the range of 0.07 to 0.10g. The earthquake producing this level of shaking has a return frequency of about 475 years. Stated another way, such an event has about a 1 in 10 chance of occurring in any 50-year period. This is a relatively frequent, high probability event. Failure of the downstream slopes would cause severe cracking of the embankments. The highly erodible nature of the silty sands and sandy silts of which the embankments are constructed will lead to rapid erosion through the cracks which will result ultimately in catastrophic failure of the dams and complete loss of the reservoir pool. In the event of dam failure, 390 acres of Clemson University would be inundated. This area has a constant low population, which increases to 100,000 people during a football game. Substantial loss of life could occur, in addition to physical and economic damages to the university totaling 1.158 billion dollars. The effects of a dam failure on the local economy would also be devastating and adverse economic impact would extend to the nearby small communities whose economic reliance on the university is considerable. Remediation of the downstream section of each dam is recommended to assure the dams will survive and remain safe during and following the MCE event. The recommended remediation plan utilizes overlapping deep soil mix columns penetrating through the loose alluvium layer to create 50-foot long transverse walls oriented perpendicular to the axis of each dam. The walls would serve as shear walls to resist the earthquake loading. A long wall parallel to the dam axis would be constructed at the upstream end of the transverse walls. This wall would prevent loosened alluvium from squeezing or flowing between the transverse walls. The proposed remediation will prevent catastrophic failure of the dams and preclude loss of life and severe economic consequences to Clemson University and the surrounding region. In accordance with ER 1110-2-1155, Dam Safety Assurance Program, dated 12 September 1997, a South Atlantic Division (SAD) approved dam safety evaluation report was submitted to Headquarters USACE (CECW-EP) on 18 May 2000.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Complete Construction	5,300,000
Planning, Engineering, and Design	30,000
Construction Management	461,000
Total	\$5,791,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsors must comply with the requirements listed below:

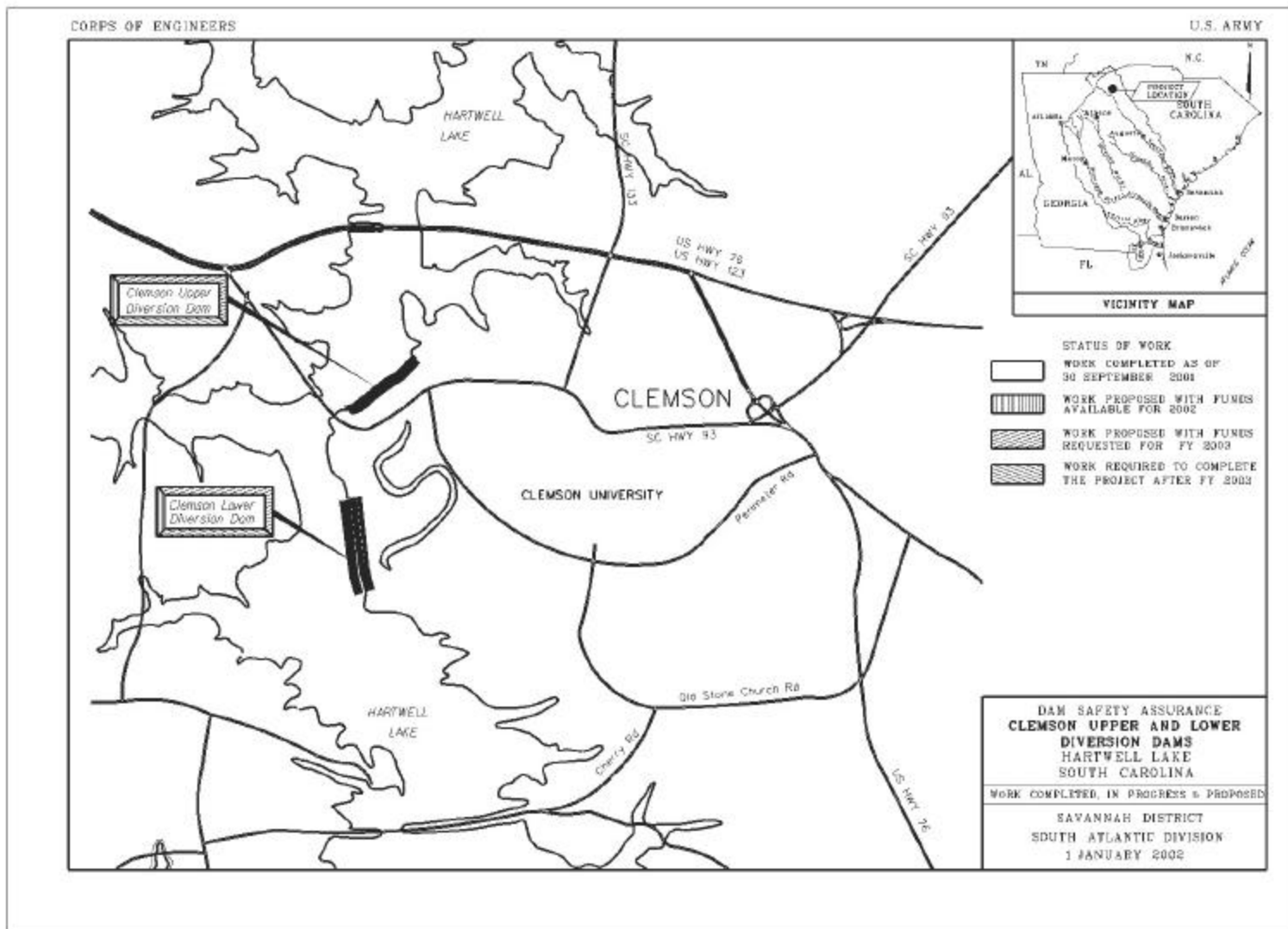
	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of local Cooperation		
Pay 15 percent of the cost allocated to hydropower.	1,169,500	
Pay 15 percent of the cost allocated to water supply.	10,500	
Total Non-Federal Costs	1,180,000	

STATUS OF LOCAL COOPERATION: Not applicable.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$8,741,000 is the same as the latest estimate presented to Congress (FY 2002).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The May 2000 Dam Safety Assurance Program Evaluation Report concluded that no significant adverse environmental impacts would result from the implementation of the proposed recommended remediation plan. Furthermore, implementation of the recommended remediation plan would comply with the Executive Order 12898 concerning environmental justice. In accordance with 33 CFR 230.9(b), the project is categorically excluded from NEPA coordination. No further documentation is required.

OTHER INFORMATION: Initial Construction General Funds were provided in Fiscal Year 2001 from the Dam Safety Assurance Program. Funds for preparing the Dam Safety Assurance Program Evaluation Report were provided by the civil works O&M program.



Division: South Atlantic

District: Savannah

Hartwell Lake, Clemson Upper and Lower Diversion Dams, SC

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APPROPRIATION TITLE: Construction, General – Environmental Restoration

PROJECT: Central and Southern Florida, Florida (Continuing)

LOCATION: The project is located in the southeasterly 18 counties of the State of Florida. Principle areas are the Upper St. Johns River Basin, Kissimmee River Basin, Lake Okeechobee-Everglades Area, and East Coast-Everglades Area.

DESCRIPTION: The Central and Southern Florida Project involves an area of about 18,000 square miles, which includes all or part of 18 counties in central and southern Florida. It embraces Lake Okeechobee, its regulatory outlets, the Florida Everglades, the Upper St. Johns (which is not part of Everglades ecosystem) and Kissimmee River Basins, and the lower east coast of Florida. Original project purposes were flood control; municipal, industrial, and agricultural water supply; prevention of salt water intrusion, water supply for Everglades National Park; fish and wildlife preservation; navigation; and recreation. WRDA 2000, Section 601 modified the Central and Southern Florida Project to include modifications and operational changes needed to restore, preserve, and protect the South Florida ecosystem while providing for other water related needs to the region, including water supply and flood protection. In addition to completed work, portions of the Upper St. Johns River, South Dade County, West Palm Beach Canal, Manatee Pass-Through Gates, and the Comprehensive Everglades Restoration Program separate elements are currently programmed; all remaining separable elements are unprogrammed. Modified Water Deliveries to Everglades National Park will be accomplished with funds transferred to the Corps of Engineers by National Park Service. The restoration of the Kissimmee River Project is being accomplished with a separate appropriation.

AUTHORIZATION: Flood Control Acts of 1948, 1954, 1960, 1962, 1965, and 1968; Authorization in 1970 under Section 201 of the Flood Control Act of 1965, and the Water Resources Development Acts of 1986, 1988, 1990, 1992, 1996, 1999, and 2000.

REMAINING BENEFIT - REMAINING COST RATIO: 4.0 to 1 at 2-1/2 percent.

TOTAL BENEFIT - COST RATIO: 4.8 to 1 at 2-1/2 percent.

INITIAL BENEFIT - COST RATIO: 2.1 to 1 at 2-1/2 percent (FY 1950).

BASIS OF BENEFIT - COST RATIO: Benefits are a composite of the latest benefits available from the individual reports of the separable elements of the total project.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost (CoE)		2,409,100,000		Misc. Completed Works	100	Oct 1992
Programmed Construction	1,794,876,000			Upper St. Johns River	94	Feb 2004
Unprogrammed Construction	614,224,000			West Palm Beach	55	Sep 2004
				South Dade County	35	Sep 2008
Estimated Federal Cost (OFA)		46,000,000		Manatee Pass Gates	28	Sep 2004
Programmed Construction	46,000,000			Everglades Restoration	2	Sep 2037
Unprogrammed Construction	0					
Estimated Non-Federal Cost		1,742,500,000		Entire Project	21	Indefinite
Programmed Construction	1,387,046,000					
Cash Contributions	373,167,000					
Other Costs	1,013,879,000					
Unprogrammed Construction	355,454,000					
Cash Contributions	173,898,000					
Other Costs	181,556,000					
Total Estimated Programmed Construction Cost		3,227,922,000				
Total Estimated Unprogrammed Construction Cost		969,678,000				
Total Estimated Project Cost		4,197,600,000				
Allocations to 30 September 2001		549,318,000				
Conference Allowance for FY 2002		95,278,000				
Allocation for FY 2002		80,050,000	1/			
Allocations through FY 2002		629,368,000	26%			
Allocation Requested for FY 2003		108,202,000	30%			
Programmed Balance to Complete after FY 2003		1,057,306,000				
Unprogrammed Balance to Complete after FY 2003		614,224,000				

1/ Reflects \$15,228,000 reduction assigned as savings and slippage.

Division: South Atlantic

District: Jacksonville

Central and Southern Florida, FL

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PHYSICAL DATA

Pumping Plants (Number)	35	Locks (Number)	25
Floodway Control & Diversion Structures (Number)	235	Canals (Miles)	977
Relocations-Highways (Bridges)	2	Levees (Miles)	1,008
Relocations-Railroads (Bridges)	56		

JUSTIFICATION: The Central and Southern Florida project was originally authorized and designed as a flood control project in response to the maximum flood of record in 1947. Existing damages, without the project, were \$59,693,000 (\$366,903,000 at 1 October 1989 price levels). The 1947 flood frequency averages 1 in 25 years over the project area, with an average duration of 70 days. Minor floods occur almost yearly in the project area and major floods occur frequently. This situation is aggravated by wet antecedent conditions followed by heavy seasonal rainfall. The average degree of protection provided by the completed project is about a 10-year flood frequency protection. Approximately 2,853,700 acres are protected. This encompasses 2,765,100 agricultural acres and 88,600 urban acres. The present value of property subject to flood damages is about \$12.3 billion. Property types include residential, commercial, industrial, public, and agricultural.

Average annual damages without the project would be \$110,580,000 and \$22,536,000 with the project. Damages attributable to urban property are 16.7 percent and 83.3 percent are attributable to rural property. The proportion of average annual damages prevented is 36.8 percent to existing development and 63.2 percent to future development.

Under Public Law 90-483 (River and Harbor Act of 1968), additional project features for the purpose of water supply were added to the Central and Southern Florida project. The storage capacity of the entire project is 2,953,000 average annual acre-feet divided into approximately 1,600,000 acre-feet for urban use by 2020, 740,000 acre-feet for agricultural use by 2020, and the remainder provided for conservation and water supply to Everglades National Park. The Everglades National Park receives virtually its entire source of water (other than direct rainfall) from the Central and Southern Florida Project. The pumping rate for irrigation of 590 square miles would yield approximately 917,850 acre-feet per year for agricultural use. Recurrent drought conditions with resultant low flows require supplemental irrigation to ensure adequate crops yields.

Average annual benefits are as follows:

Annual Benefits	Amount
Flood Control	235,213,000
Municipal and Industrial Water Supply	25,664,000
Agricultural Water Supply	27,614,000
Recreation	11,109,000
Fish and Wildlife	238,000
Area Redevelopment	3,012,000
Total	302,850,000

Division: South Atlantic

District: Jacksonville

Central and Southern Florida, FL

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JUSTIFICATION (Continued):

Public Law 90-483 in addition to Public Law 101-229 (Everglades National Park Protection and Expansion Act) has authorized modifications to the project for environmental restoration in the C-111 basin. The South Dade County effort will restore natural hydrologic conditions in Taylor Slough within Everglades National Park for the purpose of restoring the historic diversity and abundance of the native flora and fauna.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue construction of channels, canals, and pumping plants for South Dade County	14,968,000
Continue construction of channels, canals, levees, floodwalls, and flood control structures for Upper St. Johns River Basin	2,715,000
Continue construction of levees, floodwalls, pumping plants, and flood control structure for West Palm Beach Canal	42,477,000
Continue construction of locks, channels, and canals for Manatee Pass-Through Gates	3,167,000
Continue the feasibility phase of the Central and Southern Florida Project (CERP)	2,940,000
Engineering and Design for South Dade County	1,500,000
Engineering and Design for West Palm Beach Canal	558,000
Engineering and Design for Manatee Pass-Through Gates	273,000
Engineering and Design for Comprehensive Everglades Restoration Plan (CERP)	34,122,000
Construction Management (Includes \$240,000 for Upper St. Johns River Basin)	5,482,000
Total	108,202,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation and the Water Resources Development Act of 1986 and 1996, as applicable, the non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Upper St. Johns River Basin		
Provide lands, easements, rights of way, and dredged material disposal areas.	86,232,000	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project	11,060,000	
Pay one-half of the separable costs allocated to recreation (except recreational navigation) and bear all costs of operations, maintenance, repair, and replacement of recreational facilities.	3,408,000	82,000
Total	100,700,000	82,000

Division: South Atlantic

District: Jacksonville

Central and Southern Florida, FL

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Requirements of local Cooperation (Continued)	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
West Palm Beach Canal		
Provide lands, easements, rights of way, and dredged material disposal areas.	11,129,000	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	1,400,000	
Pay 12.8 percent of the separable costs allocated to flood control and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of facilities.	13,371,000	289,800
Total	25,900,000	289,800
South Dade County		
Provide lands, easements, rights of way, and dredged material disposal areas.	116,740,000	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	330,000	
Pay one-half of the cost of the project assigned to flood control and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of flood control facilities.	17,030,000	845,000
Total	134,100,000	845,000
Manatee Pass-Through Gates		
Pay applicable percentage based upon authorized cost share for each particular project.	1,800,000	
Total	1,800,000	
Comprehensive Everglades Restoration Plan		
Provide lands, easements, rights of way, and dredged material disposal areas.	751,200,000	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.		
Pay one-half of the cost of the project assigned to flood control and bear one half of the cost of operation, maintenance, repair, rehabilitation, and replacement of flood control facilities.	290,100,000	
Total	1,041,300,000	

Division: South Atlantic

District: Jacksonville

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Requirements of local Cooperation (Continued)	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Completed Works		
Provide lands, easements, rights of way, and modify or relocate buildings, utilities, roads, bridges and other facilities.	217,344,000	
Cash Contribution	221,356,000	
Total	438,700,000	
Total Non-Federal Costs	1,742,500,000	

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: Assurances of local cooperation have been accepted from the local sponsor, the South Florida Water Management District, for all works authorized under the Central and Southern Florida project except for the Upper St. Johns River portion of the project. Local interest voluntarily executed a supplemental assurances contract that was approved by the District Engineer on 1 July 1972 for all modifications to the project. Assurances of local cooperation were accepted from the St. Johns River Water Management District for the Upper St. Johns River portion on 30 December 1987. The Project Cooperation Agreement for the South Dade County separable element was executed with the South Florida Water Management District in January 1995. The Design Agreement for the Comprehensive Everglades Restoration Plan (CERP) was signed on 12 May 2000. Additional Design Agreements for CERP features are scheduled to be executed in FY 2002 with Seminole Tribe of Florida, Miccosukee Tribe of Florida, Lee County, Florida Department of Environmental Protection. The Design Agreement for Miami-Dade County is scheduled for 2011.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$2,409,100,000 is an increase of \$190,100,000 over the latest estimate (\$2,219,000,000) submitted to Congress (FY 2002). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$103,000,000
Design Changes	51,300,000
Schedule Changes	35,800,000
Total	\$190,100,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The latest Environmental Impact Statement for the project was for the West Palm Beach Canal separable element and was filed with the Environmental Protection Agency in June 1998.

OTHER INFORMATION: Funds to initiate preconstruction planning and construction were appropriated in FY 1950. The Everglades National Park Protection and Expansion Act, signed 13 December 1989, authorizes construction of structural works required for improved water deliveries to Shark River Slough in Everglades National Park, construction of flood protection works for the residential area in the East Everglades, and acquisition of 107,600 acres of privately owned wetlands in the East Everglades. The Department of the Interior and the State of Florida would acquire the land and the Secretary of the Army would construct all project modifications with funds transferred to the Corps of Engineers by the National Park Service for this purpose. All Federal funding for implementation of this project is being appropriated through the Department of Interior appropriations and transfers are made to the Corps of Engineers as needed for modifications to the Central and Southern Florida project. This authorization also included modification of the South Dade County separable element to improve the natural resources in Taylor Slough in Everglades National Park and was funded through the Corps Central and Southern Florida project appropriation.

The Kissimmee Restoration Project was authorized by the Water Resources Development Act of 1992. It is being funded by a separate appropriation. The project cooperation agreement was executed in March 1994. Engineering and design is underway, and construction was initiated in Fiscal Year 1997.

The Water Resources Development Act of 1992 authorizes the Chief of Engineers to review the Central and Southern Florida project to determine whether modifications to the existing project are advisable at the present time due to significantly changed physical, biological, demographic, or economic conditions, with particular reference to modifying the project or its operation for improving the quality of the environment, improving protection of the aquifer, and improving the integrity, capability, and conservation of urban water supplies affected by the project or its operation. The central organizing theme of the study is restoration of the Everglades ecosystem while accommodating other demands for water and related land resources in south Florida. Recognizing the complexity of ecological restoration and the extensive interaction between the ecosystem and other uses of water and related land resources, oversight of the reconnaissance study was provided by a South Florida Ecosystem Restoration Task Force, which will continue to provide policy guidance, study coordination, and appropriate agency participation. The Water Resources Development Act of 1996 (Section 528) required that a report be submitted to Congress, along with a Programmatic Environmental Impact Statement, in July 1999. The Final Integrated Feasibility Report and Programmatic Environmental Impact Statement was submitted to Congress on 01 July 1999. The Energy and Water Appropriations Act of FY 2000, Public Law 106-50 authorized funds for the Government to initiate design of elements of the Comprehensive Plan for the Everglades and South Florida Ecosystem Restoration Project.

The Water Resources Development Act of 1996 also legislatively established the Task Force and expanded its membership to include State and local agency representatives. The Task Force, along with the Governor's Commission for the Everglades, is providing assistance to the Comprehensive Restoration Plan project development team.

The Indian River Lagoon Feasibility Study was initiated in 1996. This study is evaluating potential modifications to the Central and South Florida Project for ecological restoration of Indian River Lagoon system.

The Water Resources Development Act 2000 authorized the Comprehensive Everglades Restoration Plan as the framework for modifications and operational changes to the Central & Southern Florida Project. In addition, specific authorization was provided for 10 projects totaling \$1.1 billion (including \$100 million for adaptive assessment and monitoring programs) and 4 pilot projects totaling \$69 million, and to allow for implementation of projects under a programmatic authority, not to exceed \$206 million. Two additional pilot projects were authorized in the Water Resources Development Act of 1999 for \$29 million.

SUMMARIZED FINANCIAL DATA

Upper St. Johns River Basin

Estimated Federal Cost		95,400,000
Programmed Construction	89,670,000	
Unprogrammed Construction	5,730,000	
Estimated Non-Federal Cost		100,700,000
Programmed Construction	98,642,000	
Cash Contributions	1,350,000	
Other Costs	97,292,000	
Estimated Non-Federal Cost		
Unprogrammed Construction	2,058,000	
Cash Contributions	2,058,000	
Other Costs	0	
Total Estimated Programmed Construction Cost		188,312,000
Total Estimated Unprogrammed Construction Cost		7,788,000
Total Estimated Project Cost		196,100,000

REMAINING BENEFIT-REMAINING COST RATIO: 2.7 to 1 at 6-3/8 percent.

TOTAL BENEFIT-COST RATIO: 3.0 to 1 at 6-3/8 percent.

SUMMARIZED FINANCIAL DATA (Continued)

South Dade County

Estimated Federal Cost		134,100,000
Programmed Construction	134,100,000	
Unprogrammed Construction	0	
Estimated Non-Federal Cost		134,100,000
Programmed Construction	134,100,000	
Cash Contributions	17,030,000	
Other Costs	117,070,000	
Estimated Non-Federal Cost		
Unprogrammed Construction		0
Cash Contributions	0	
Other Costs	0	
Total Estimated Programmed Construction Cost		268,200,000
Total Estimated Unprogrammed Construction Cost		0
Total Estimated Project Cost		268,200,000

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable

TOTAL BENEFIT-COST RATIO: Not applicable

SUMMARIZED FINANCIAL DATA (Continued)

West Palm Beach Canal

Estimated Federal Cost (COE)		201,000,000
Programmed Construction	201,000,000	
Unprogrammed Construction	0	
Estimated Federal Cost (OFA)		46,000,000
Programmed Construction	46,000,000	
Unprogrammed Construction	0	
Estimated Non-Federal Cost		25,900,000
Programmed Construction	25,900,000	
Cash Contributions	13,371,000	
Other Costs	12,529,000	
Estimated Non-Federal Cost		
Unprogrammed Construction		0
Cash Contributions	0	
Other Costs	0	
Total Estimated Programmed Construction Cost		272,900,000
Total Estimated Unprogrammed Construction Cost		0
Total Estimated Project Cost		272,900,000

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable

TOTAL BENEFIT-COST RATIO: Not applicable

SUMMARIZED FINANCIAL DATA (Continued)

Manatee Pass-Through Gates

Estimated Federal Cost			11,500,000
Programmed Construction		11,500,000	
Unprogrammed Construction		0	
Estimated Non-Federal Cost			1,800,000
Programmed Construction		1,800,000	
Cash Contributions	1,800,000		
Other Costs	0		
Estimated Non-Federal Cost			
Unprogrammed Construction		0	
Cash Contributions	0		
Other Costs	0		
Total Estimated Programmed Construction Cost			13,300,000
Total Estimated Unprogrammed Construction Cost			0
Total Estimated Project Cost			13,300,000

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable

TOTAL BENEFIT-COST RATIO: Not applicable

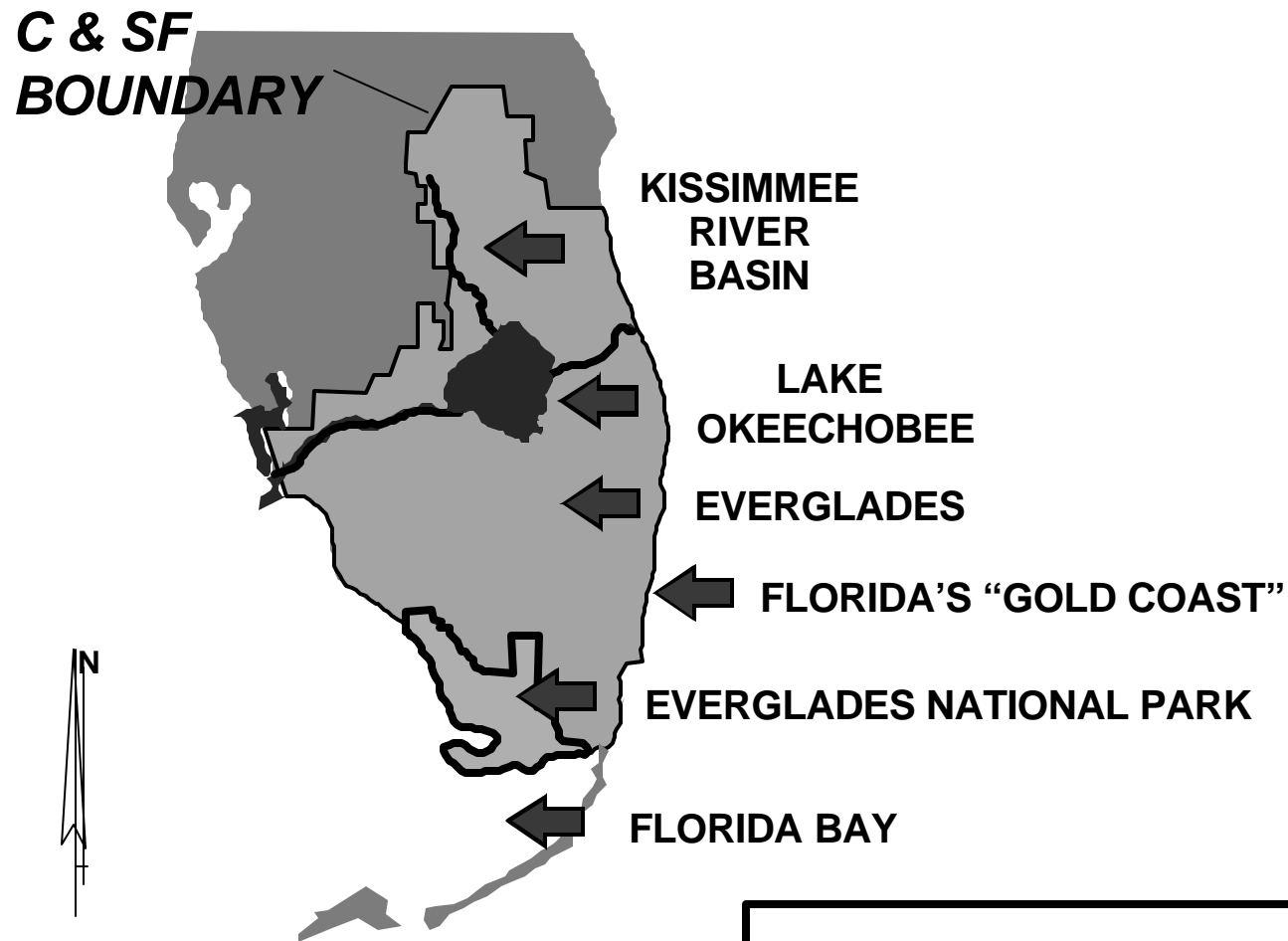
SUMMARIZED FINANCIAL DATA (Continued)

Comprehensive Everglades Restoration Plan

Estimated Federal Cost		1,047,600,000
Programmed Construction	1,047,600,000	
Unprogrammed Construction	0	
Estimated Non-Federal Cost		1,041,300,000
Programmed Construction	1,041,300,000	
Cash Contributions	0	
Other Costs	1,041,300,000	
Estimated Non-Federal Cost		
Unprogrammed Construction		0
Cash Contributions	0	
Other Costs	0	
Total Estimated Programmed Construction Cost		2,088,900,000
Total Estimated Unprogrammed Construction Cost		0
Total Estimated Project Cost		2,088,900,000

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable

TOTAL BENEFIT-COST RATIO: Not applicable



CENTRAL AND SOUTHERN FLORIDA PROJECT

APPROPRIATION TITLE: Construction, General - Environmental Restoration

PROJECT: Everglades and South Florida Ecosystem Restoration, FL (Continuing)

LOCATION: The projects will be within the boundaries of the Central and Southern Florida (C&SF) Project including the Everglades, the Florida Keys and the contiguous and near-shore waters of South Florida. The project is located in the southeasterly 18 counties of the State of Florida. Principle areas are the Kissimmee River Basin, Lake Okeechobee-Everglades Area, East Coast-Everglades Area, and Big Cypress Basin.

DESCRIPTION: Critical Restoration Projects must meet the following criteria: be within the C&SF Project and its near shore waters; provide immediate, independent, and substantial ecosystem restoration, protection, and preservation benefits; cost less than \$25 million in Federal funds; be consistent with the Governor's Commission's Conceptual Plan; and have a local sponsor to contribute 50% of the total project cost. Projects underway are: Florida Keys Carrying Capacity, East Coast Canal Structures, Tamiami Trail Culverts, Western C-11, Seminole Big Cypress, Southern CREW, Lake Okeechobee Water Retention, 10 Mile Creek, and Lake Trafford.

AUTHORIZATION: Water Resources Development Act of 1996, as modified by the Water Resources Development Act of 1999.

REMAINING BENEFIT - REMAINING COST RATIO: Each project will be justified based on its ecosystem restoration, preservation, or protection benefits.

TOTAL BENEFIT - COST RATIO: Each project will be justified based on its ecosystem restoration, preservation, or protection benefits.

BASIS OF BENEFIT - COST RATIO: Each project will be justified based on its ecosystem restoration, preservation, or protection benefits.

SUMMARIZED FINANCIAL DATA			ACCUM. PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimate Federal Cost		75,000,000		Total Project	13	Sep 2005
Estimated Non-Federal Cost		77,400,000				
Cash Contributions	48,399,000					
Other Costs	29,001,000					
Total Estimated Project Cost		152,400,000				
Allocations to 30 September 2001		18,454,000				
Conference Allowance for FY 2002		19,876,000				
Allocation for FY 2002		16,699,000	1/			
Allocations through FY 2002		35,153,000	50%			
Allocation Requested for FY 2003		19,526,000	76%			
Programmed Balance to Complete after FY 2003		20,321,000				
Unprogrammed Balance to Complete after FY 2003		0				

1/ Reflects \$3,177,000 reduction assigned as savings and slippage.

PHYSICAL DATA

Pumping Plants (Number) 3

JUSTIFICATION: The C&SF Project has successfully provided flood control, water supply benefits, recreation, and navigation in accordance with its authorized purposes. However, there has been substantial degradation in the region's natural resources associated with the water management system. Furthermore, development in the project area has far surpassed projections in the initial design of the comprehensive plan for the C&SF Project in 1948. WRDA 1996 authorized implementation of Critical Projects that will provide immediate, independent, and substantial ecosystem restoration, protection and preservation benefits. The projects will be justified on the basis of those benefits.

Division: South Atlantic

District: Jacksonville

Everglades and South Florida Ecosystem Restoration, FL

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FISCAL YEAR 2003: The requested amount will be applied as follows:

Construction of channels and canals	\$ 4,956,000
Construction of reservoirs	9,922,000
Land Reimbursement	3,400,000
Construction Management	1,248,000
Total	19,526,000

NON-FEDERAL COST: The Non-Federal project sponsor(s) will provide at least 50% of the total project cost. The Non-Federal contribution can be through in-kind services, cash contributions, or any combination that is approved in the Project Cooperation Agreement.

STATUS OF LOCAL COOPERATION: PCA's executed 07 January 2000 for East Coast Canal Structures, Tamiami Trail Culverts, Western C-11, Seminole Big Cypress, Southern Crew, Lake Okeechobee Water Retention, 10-Mile Creek, and Lake Trafford. PCA executed Dec 1998 for Florida Keys Carrying Capacity. Local sponsors include: South Florida Water Management District (SFWMD), Seminole Tribe of Florida, and the Department of Community Affairs (DCA).

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$75,000,000 is no change from the latest estimate (\$75,000,000) submitted to Congress (FY 2002).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: Appropriate NEPA documents were prepared and finalized prior to execution of the PCA.

OTHER INFORMATION: None

SUMMARIZED FINANCIAL DATA

Lake Okeechobee

Estimate Federal Cost		8,474,000
Estimated Non-Federal Cost		8,474,000
Cash Contributions	1,670,000	
Other Costs	6,804,000	
Total Estimated Project Cost		16,948,000

Southern CREW

Estimate Federal Cost		6,048,000
Estimated Non-Federal Cost		6,049,000
Cash Contributions	2,646,000	
Other Costs	3,403,000	
Total Estimated Project Cost		12,097,000

East Coast Canal Structures

Estimate Federal Cost		1,473,000
Estimated Non-Federal Cost		1,472,000
Cash Contributions	1,247,000	
Other Costs	225,000	
Total Estimated Project Cost		2,945,000

Division: South Atlantic

District: Jacksonville

Everglades and South Florida Ecosystem Restoration, FL

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SUMMARIZED FINANCIAL DATA (Continued):

Western C-11 Basin

Estimate Federal Cost		5,924,000
Estimated Non-Federal Cost		5,925,000
Cash Contributions	5,690,000	
Other Costs	235,000	
Total Estimated Project Cost		11,849,000

Seminole Big Cypress

Estimate Federal Cost		21,438,000
Estimated Non-Federal Cost		24,876,000
Cash Contributions	16,254,000	
Other Costs	8,622,000	
Total Estimated Project Cost		46,314,000

Ten-Mile Creek

Estimate Federal Cost		14,973,000
Estimated Non-Federal Cost		14,973,000
Cash Contributions	9,028,000	
Other Costs	5,945,000	
Total Estimated Project Cost		29,946,000

Division: South Atlantic

District: Jacksonville

Everglades and South Florida Ecosystem Restoration, FL

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SUMMARIZED FINANCIAL DATA (Continued):

Tamiami Trail

Estimate Federal Cost		3,839,000
Estimated Non-Federal Cost		3,839,000
Cash Contributions	3,614,000	
Other Costs	225,000	
Total Estimated Project Cost		7,678,000

Lake Trafford

Estimate Federal Cost		8,792,000
Estimated Non-Federal Cost		8,792,000
Cash Contributions	6,750,000	
Other Costs	2,042,000	
Total Estimated Project Cost		17,584,000

Keys Carrying Capacity

Estimate Federal Cost		3,000,000
Estimated Non-Federal Cost		3,000,000
Cash Contributions	1,500,000	
Other Costs	1,500,000	
Total Estimated Project Cost		6,000,000

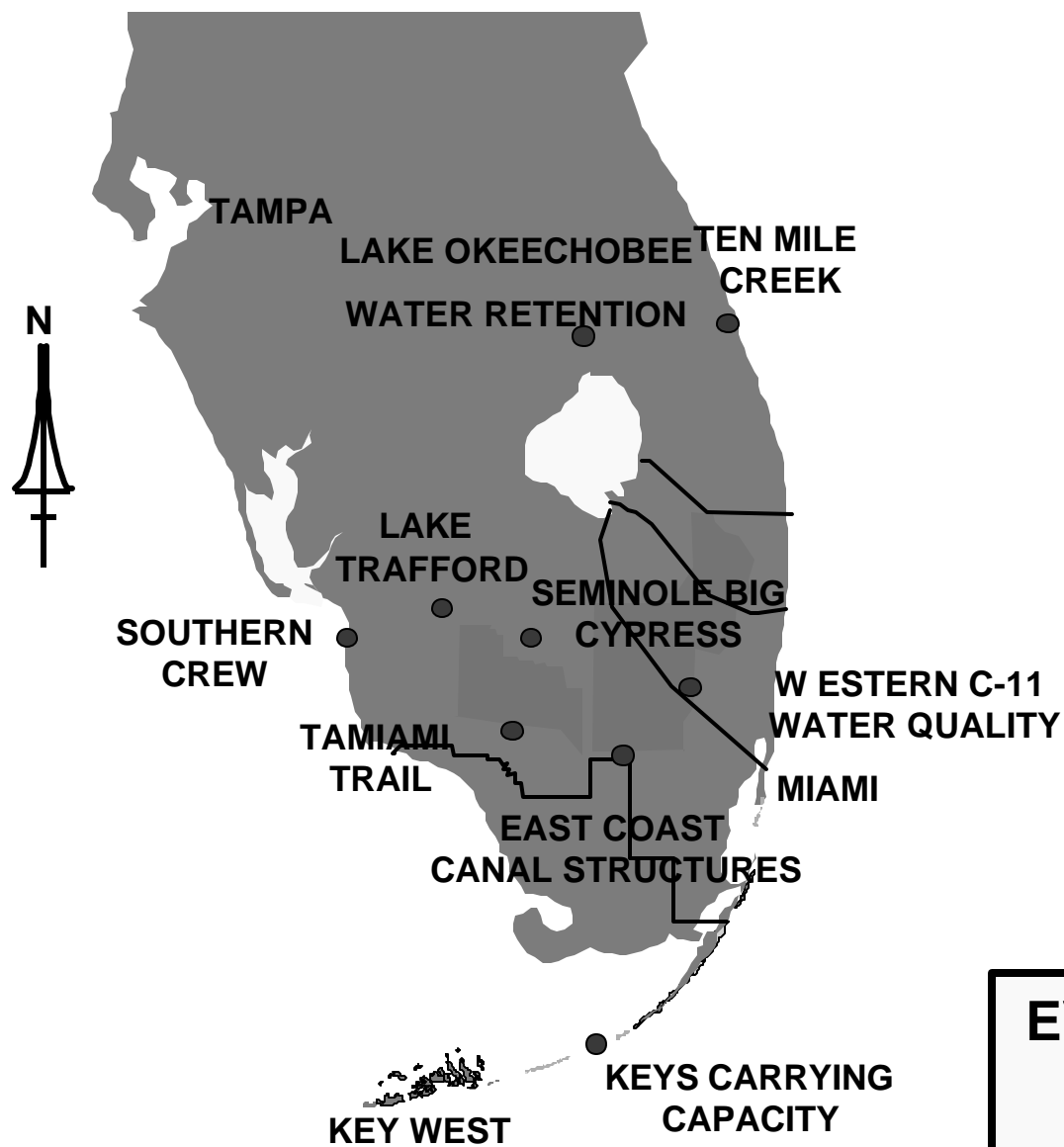
Division: South Atlantic

District: Jacksonville

Everglades and South Florida Ecosystem Restoration, FL

4 February 2002

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Keys Carrying Capacity

EVERGLADES ECOSYSTEM RESTORATION, FLORIDA

APPROPRIATION TITLE: Construction, General - Environmental Restoration

PROJECT: Kissimmee River, Florida (Continuing)

LOCATION: The Kissimmee River basin is approximately 3,000 square miles in size. It stretches from the southern Orlando area southward to Lake Okeechobee in central Florida. The project to restore the Kissimmee River has two component parts; the upper basin, referred to as the Headwaters Revitalization, and the lower basin, referred to as the Kissimmee River Restoration. The project was authorized in the Water Resources Development Acts of 1988 and 1992.

DESCRIPTION: The upper basin portion of the project consists of water regulation schedule modifications, canal and structure improvements, and land acquisition. This will result in environmental benefits in the upper chain of lakes and in the lower basin. More natural fluctuations of water levels will enhance the peripheral marshes of the lakes. Reestablishing a more natural timing of flows to the lower basin will result in restoration or enhancement of the Kissimmee River ecosystem. Structural improvements will include enlargements of existing canals and existing water control structures. The Kissimmee River project is addressing restoration of natural flooding of the floodplain to reestablish historic wetland conditions. Construction will include backfilling approximately 22 miles of the C-38 canal, excavating approximately 9 miles of new river channel, and the removing 2 water control structures and locks in the backfilled sections. The project will also include acquisition of fee title for lands within the 5-year-floodplain and acquisition of flowage easements for lands between the five-year-flood line and the 100-year-flood line.

AUTHORIZATION: Water Resources Development Acts of 1988 (Section 46) and 1992 (Section 101).

REMAINING BENEFIT - REMAINING COST RATIO: Not applicable

TOTAL BENEFIT - COST RATIO: Not applicable

INITIAL BENEFIT - COST RATIO: Not applicable

BASIS OF BENEFIT - COST RATIO: Not applicable

SUMMARIZED FINANCIAL DATA		ACCUM. PCT. OF EST FED COST	STATUS (1Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	289,000,000		Lands and Damages	42	Sep 2002
			Relocations - Bridges	0	Jan 2007
Estimated Non-Federal Cost	289,000,000		Channels and Canals	14	Sep 2010
Cash Contributions	86,458,000		Flood Control Structures	32	Jun 2003
Other Costs	202,542,000				
Total Estimated Project Cost	578,000,000		Entire Project	27	Sep 2010
Allocations to 30 September 2001	79,270,000				
Conference Allowance for FY 2002	25,846,000				
Allocation for FY 2002	21,715,000	<u>1/</u>			
Allocations through FY 2002	100,985,000	35%			
Allocation Requested for FY 2003	23,727,000	43%			
Programmed Balance to Complete After FY 2003	164,288,000				
Unprogrammed Balance to Complete After FY 2003	0				

1/ Reflects \$4,131,000 reduction assigned as savings and slippage.

PHYSICAL DATA

Relocations - (Bridges)	2
Canals – Miles Backfilled	22
Canals – New River Channel	9
Water Control Structures Removal	2

JUSTIFICATION: Local water resource development of the Kissimmee River began in the late 1800's. In the 1960's, the river was channelized as part of the comprehensive Central and Southern Florida Project. Although the project has provided continuing navigation and effective flood control, it also resulted in long-term degradation of the natural ecosystem. The 103-mile river that historically meandered across and inundated about 35,000 acres of wetlands over a broad flood plain was reduced to a 56-mile canal that has successfully contained almost all flows since its completion. The channelization coupled with the modifications of the Lower Basin tributary watersheds and efficient control of floodwaters and regulation of inflows from the Upper Basin significantly altered hydrologic characteristics of the ecosystem. Project formulation and scoping was not based on traditional economic benefit-cost analyses and net benefit optimization; rather, the plan was based on the most cost effective plan which would meet fish and wildlife resources objectives for restoring ecological integrity. As a result, project construction will result in the restoration of 52 miles of river; 27,000 acres of wetlands; improved water quality characteristics for the Kissimmee River; and restored conditions for over 300 fish and wildlife species.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue construction of channels, canals, and floodway control structures	\$15,767,000
Planning, Engineering, and Design/Monitoring	6,300,000
Construction Management	1,660,000
Total	23,727,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction, and Reimbursements	Annual Operation, Maintenance, Repair Rehabilitation, and Replacement Costs
Provide; with credit toward the non-Federal 50 percent share of project costs; all lands, easements, rights of way, and excavated or dredged material disposal areas.	\$ 189,418,000	
Modify or relocate; with credit toward the non-Federal 50 percent share of project costs; utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	10,958,000	
Pay 50 percent of the costs allocated to environmental restoration, and pay all costs of operation, maintenance, repair, rehabilitation, and replacement.	88,624,000	
Total Non-Federal Costs	289,000,000	

Division: South Atlantic

District: Jacksonville

Kissimmee River, FL

4 February 2002

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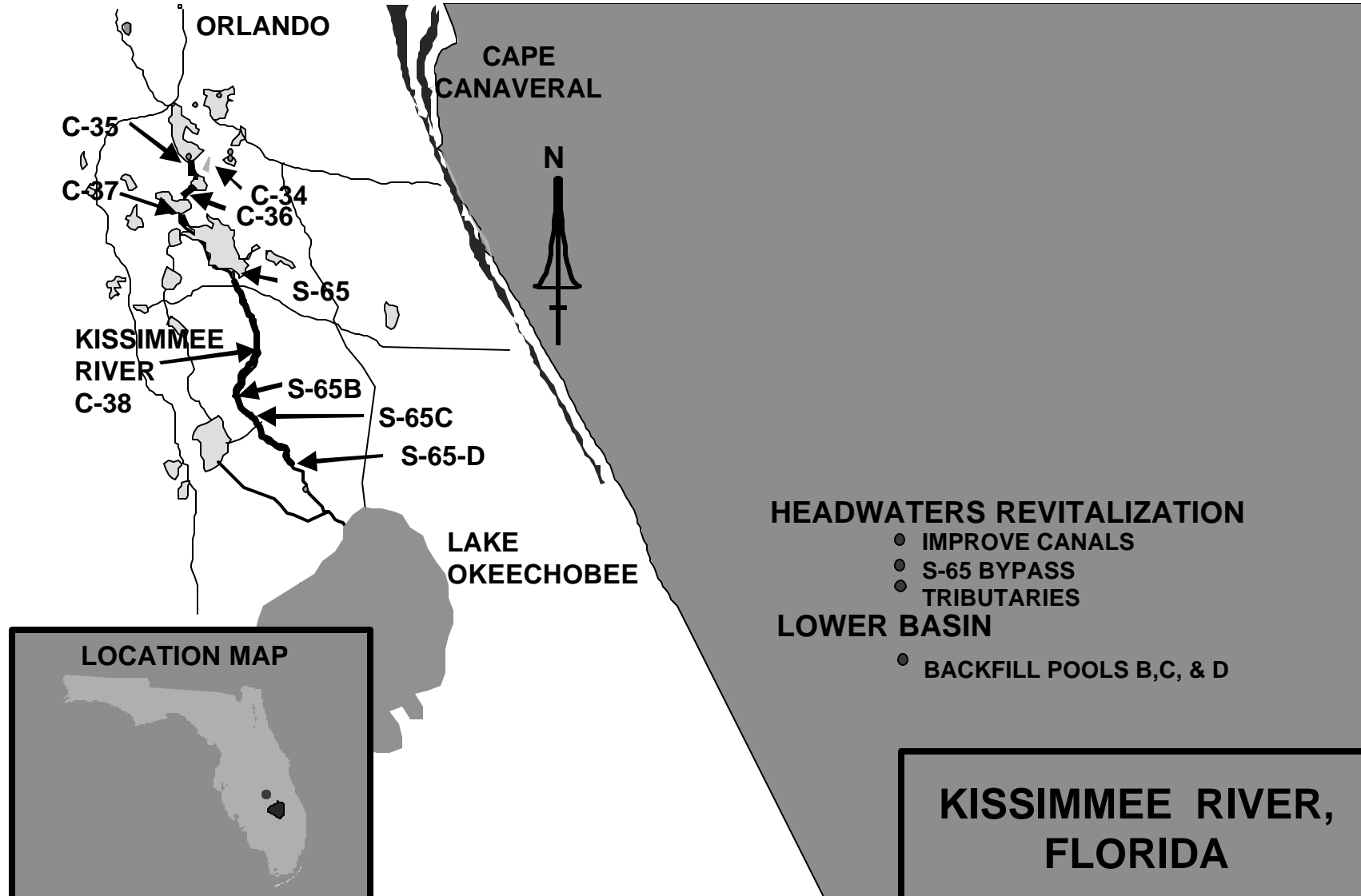
STATUS OF LOCAL COOPERATION: A Project Cooperation Agreement reflecting the cost sharing outlined in House Document 102-286 dated April 7, 1992 was executed with the South Florida Water Management District (SFWMD) in March 1994. The local sponsor will be required to provide a cash contribution of 11.4% (reflecting credit for lands, easements, rights of way, relocations, and disposal areas) of construction costs. A schedule has been developed for cash contributions that takes into account the value of the local sponsor's investment in lands and relocations, thus requiring the initial local sponsor cash contribution in Fiscal Year 2004 for expenditure in Fiscal Year 2005.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$289,000,000 is an increase of \$23,400,000 from the latest estimate (\$265,600,000) submitted to Congress (FY 2002). This change includes the following items.

Item	Amount
Price Escalation on Construction Features	\$6,875,000
Post Contract Award and Other Estimating Adjustments (including contingency adjustments)	9,487,000
Schedule Changes	7,038,000
Total	\$23,400,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed with CEQ on April 5, 1992. A supplement to the Environmental Impact Statement was integrated into the Upper Basin project modification report.

OTHER INFORMATION: Funds to initiate preconstruction planning were allocated in Fiscal Year 1992. Funds to initiate construction were allocated in Fiscal Year 1997.



APPROPRIATION: Construction, General – Multiple Purpose Project (Major Rehabilitation)

PROJECT: Walter F. George Powerhouse and Dam, AL and GA, (Continuing)

LOCATION: Walter F. George Lock and Dam is located at mile 181.5 on the Chattahoochee River, 50 miles south of Columbus, Georgia, and about 84 miles southeast of Montgomery, AL. The navigation lock and gated spillway are located on the right bank of the river. The powerhouse is on the left bank, across the river from the lock, adjacent to the gated spillway.

DESCRIPTION: The plan of improvement is to construct a concrete, cutoff wall upstream of the dam (powerhouse and spillway sections).

AUTHORIZATION: Section 2 of the River and Harbor Act of 1945, further modified by the River and Harbor Act of 1946.

REMAINING BENEFIT-REMAINING COST RATIO: 1.5 to 1 at 7-1/8 percent.

TOTAL BENEFIT-COST RATIO: 1.5 to 1 at 7-1/8 percent.

INITIAL BENEFIT-COST RATIO: 2.5 to 1 at 7-1/8 percent (FY 2000)

BASIS OF BENEFIT-COST RATIO: Benefits are from the Major Rehabilitation Evaluation Report - Prevention of Potential Structural Failure approved in July 1997 at October 1996 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement		\$68,100,000	Entire Project	0	Sep 2006
Future Non-Federal Reimbursement		37,958,940			
Estimated Federal Cost (Ultimate)		30,141,060			
Estimated Non-Federal Cost		37,958,940			
Cash Contributions	0				
Other Costs	0				
Reimbursements	\$37,958,940				
Power	\$37,958,940				
Total Estimated Project Cost		\$68,100,000			
Allocations to 30 September 2001		1,357,000			
Conference Allowance for FY 2002		11,325,000			
Allocation for FY 2002		9,515,000			
Allocation through FY 2002		10,872,000			
Allocation Requested for FY 2003		16,473,000	<u>1/</u>		
Programmed Balance to Complete After FY 2003		40,755,000	16		
Unprogrammed Balance to Complete after FY 2003		0	39		

1/ Reflects \$1,810,000 reduction assigned as savings and slippage.

PHYSICAL DATA: Construct a 2040-linear foot, concrete, cutoff wall above dam (powerhouse and spillway).

JUSTIFICATION: The Walter F. George Project has a chronic underground seepage problem, which could impact the integrity of the dam (powerhouse and spillway). Numerous attempts to plug up the sinkholes, as they appear using Operation and Maintenance funds have been unsuccessful or marginally successful. The potential for structural failure requires the construction of the cutoff wall to prevent further undermining and failure of the project structures. Average annual benefits are as follows:

Annual Benefits	Amount
Recreation	\$ 4,604,000
Non-recreation	3,675,000
Total	\$ 8,279,000

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue Construction	\$14,473,000
Planning, Engineering & Design	400,000
Construction Management	1,600,000
Total	16,473,000

NON-FEDERAL COST: The costs allocable to power are reimbursable, and will be reviewed and adjusted based on construction costs when the project becomes operational.

	Payments During Construction And Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Requirements of Local Cooperation		
Capital Cost allocated to power	\$37,958,940	0
Total Non-Federal Costs	\$37,958,940	0

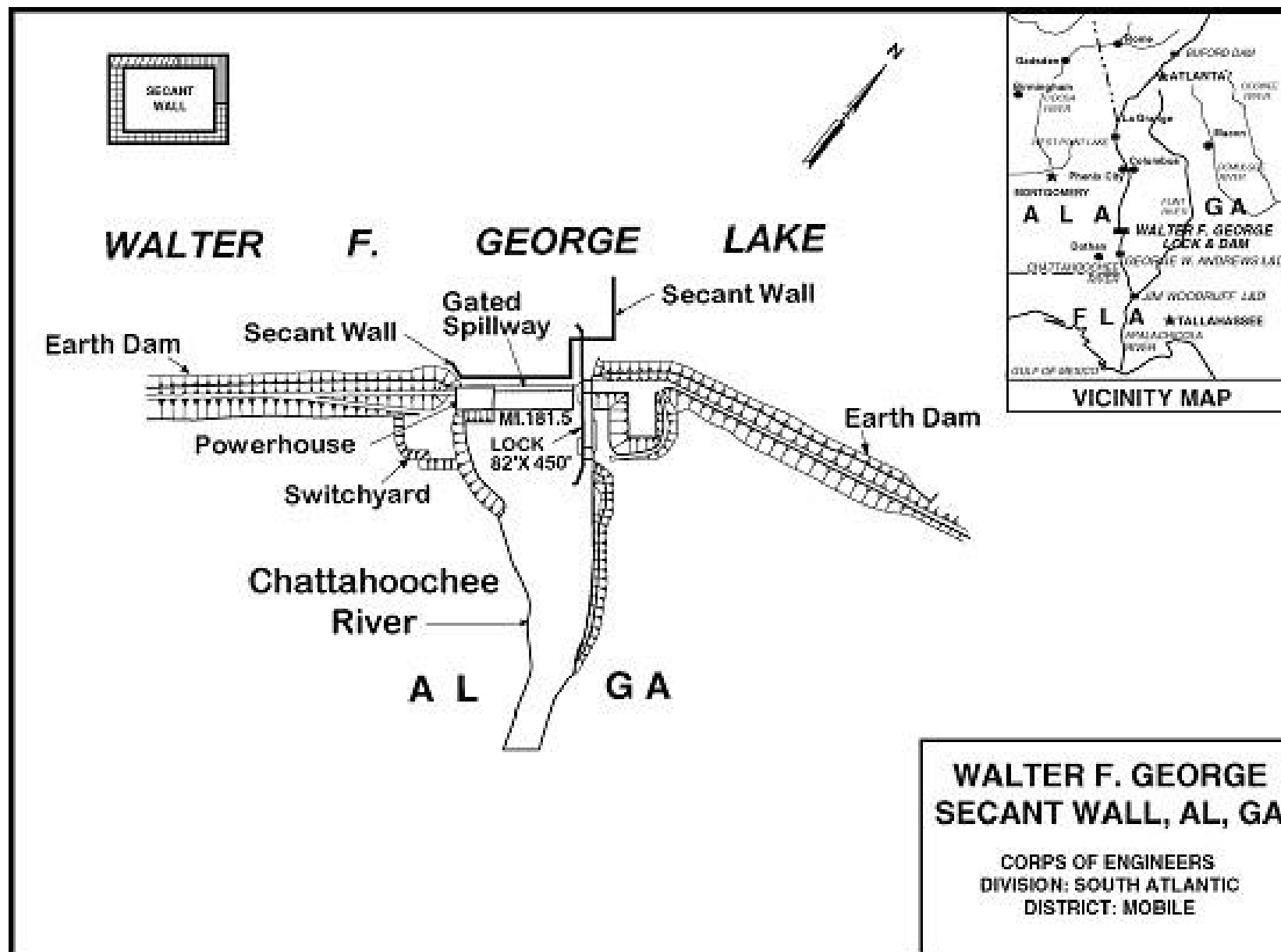
STATUS OF LOCAL COOPERATION: Responsibility for repayment of hydropower costs rests with the Southeastern Power Administration pursuant to Federal law.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$68,100,000 is an increase of \$24,400,000 from the latest estimate of \$43,700,000 presented to Congress (FY 2002). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	-\$ 773,000
Post Contract Award and Other Estimating Adjustments	25,173,000
Total	\$24,400,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment (EA) was prepared which addressed the expected impacts of the recommended alternative as well as other potential alternatives under consideration. The EA concluded with a Finding of No Significant Impact (FONSI). The EA and FONSI were fully coordinated with the public and State and Federal agencies. The commenting agencies/public concurred with the FONSI for the recommended alternative discussed in the environmental documentation. Agency/public comments were then incorporated into the final EA and FONSI, which were signed on 7 March 1997. To provide for a wider review of the document, an additional 30-day comment period was afforded the public (via legal notices placed in local newspapers) starting on 17 March and ending on 18 April 1997. No comments were received during this period.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1999. The latest completion date of September 2006 is a slippage from the latest completion date of September 2004 presented to Congress. This change is due to out year funding constraints.



Division: South Atlantic

District: Mobile

Walter F. George Powerhouse and Dam, AL & GA

4 February 2002

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APPROPRIATION: Construction, General - Multiple Purpose Power (Major Rehabilitation)

PROJECT: Walter F. George Power Plant, AL, GA (Continuing)

LOCATION: Walter F. George Lock and Dam is located at mile 181.5 on the Chattahoochee River, 50 miles south of Columbus, Georgia, and about 84 miles southeast of Montgomery, AL. The navigation lock and gated spillway are located on the right bank of the river. The powerhouse is on the left bank, across the river from the lock, adjacent to the gated spillway.

DESCRIPTION: The plan of improvement is to refurbish the four turbines, replace exciters with solid state (static) exciters and rewind the four generators.

AUTHORIZATION: Section 2 of the River and Harbor Act of 1945, further modified by the River and Harbor Act of 1946.

REMAINING BENEFIT - REMAINING COST RATIO: 1.3 to 1 at 7-3/4 percent.

TOTAL BENEFIT - COST RATIO: 1.09 to 1 at 7-3/4 percent.

INITIAL BENEFIT - COST RATIO: 1.3 to 1 at 7-3/4 percent (FY 1997).

BASIS OF BENEFIT - COST RATIO: Benefits are from the Major Rehabilitation Evaluation Report approved in August 1995 at October 1994 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement		\$31,200,000		Entire Project	0	Sep 2006
Future Non-Federal Reimbursement		31,200,000				
Estimated Federal Cost (Ultimate)		0				
Estimated Non-Federal Cost	\$	0	31,200,000			
Cash Contributions						
Other Costs		0				
Reimbursements		31,200,000				
Power	\$31,200,000					
Total Estimated Project Cost			31,200,000			
Allocations to 30 September 2001			9,223,000			
Conference Allowance for FY 2002			3,000,000			
Allocation for FY 2002			2,521,000			
Allocation through FY 2002			11,744,000	1/		
Allocation Requested for FY 2003			2,852,000		38	
Programmed Balance to Complete After FY 2003			16,604,000		47	
Unprogrammed Balance to Complete after FY 2003			0			

1/ Reflects \$479,000 reduction assigned as savings and slippage.

PHYSICAL DATA

Rewind 4 generators
 Replace exciters for 4 generators
 Replace 4 turbines

JUSTIFICATION: The Walter F. George Powerhouse has experienced notable wear and deterioration levels since the early 1970's. The reliability has degraded faster than expected because of increased recurring cavitation problems as well as partial failure of generator coils as they approach 38 years of their 35-year life expectancy. Engineering analysis shows that these problems along with increasing generating outages can be expected to continue into the future. The result of these increased outages, as well as the reduced plant efficiencies, will be increased operation and maintenance costs, increased production costs and loss of generating revenues to the treasury. Average annual benefits for the major rehabilitation project are \$3,051,000.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue Construction	\$ 2,292,000
Planning, Engineering, & Design	400,000
Construction Management	160,000
TOTAL	\$ 2,852,000

NON-FEDERAL COST: The costs allocable to power are reimbursable, and will be reviewed and adjusted based on construction costs when the project becomes operational.

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of local Cooperation		
Capital Cost allocated to power	\$31,200,000	0
Total Non-Federal Costs	\$31,200,000	0

STATUS OF LOCAL COOPERATION: Responsibility for repayment of hydropower costs rests with the Southeastern Power Administration pursuant to Federal law.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$31,200,000 is the same as the latest estimate (\$31,200,000) presented to Congress (FY 2002).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment (EA) was prepared which addressed the expected impacts of the recommended alternative as well as other potential alternatives under consideration. The EA concluded with a Finding of No Significant Impact (FONSI). The EA and FONSI were fully coordinated with the public and State and Federal agencies. The commenting agencies concurred with the FONSI for the recommended alternative discussed in the environmental documentation. Agency comments were then incorporated into the final EA and FONSI, which were signed on 1 March 1997.

Division: South Atlantic

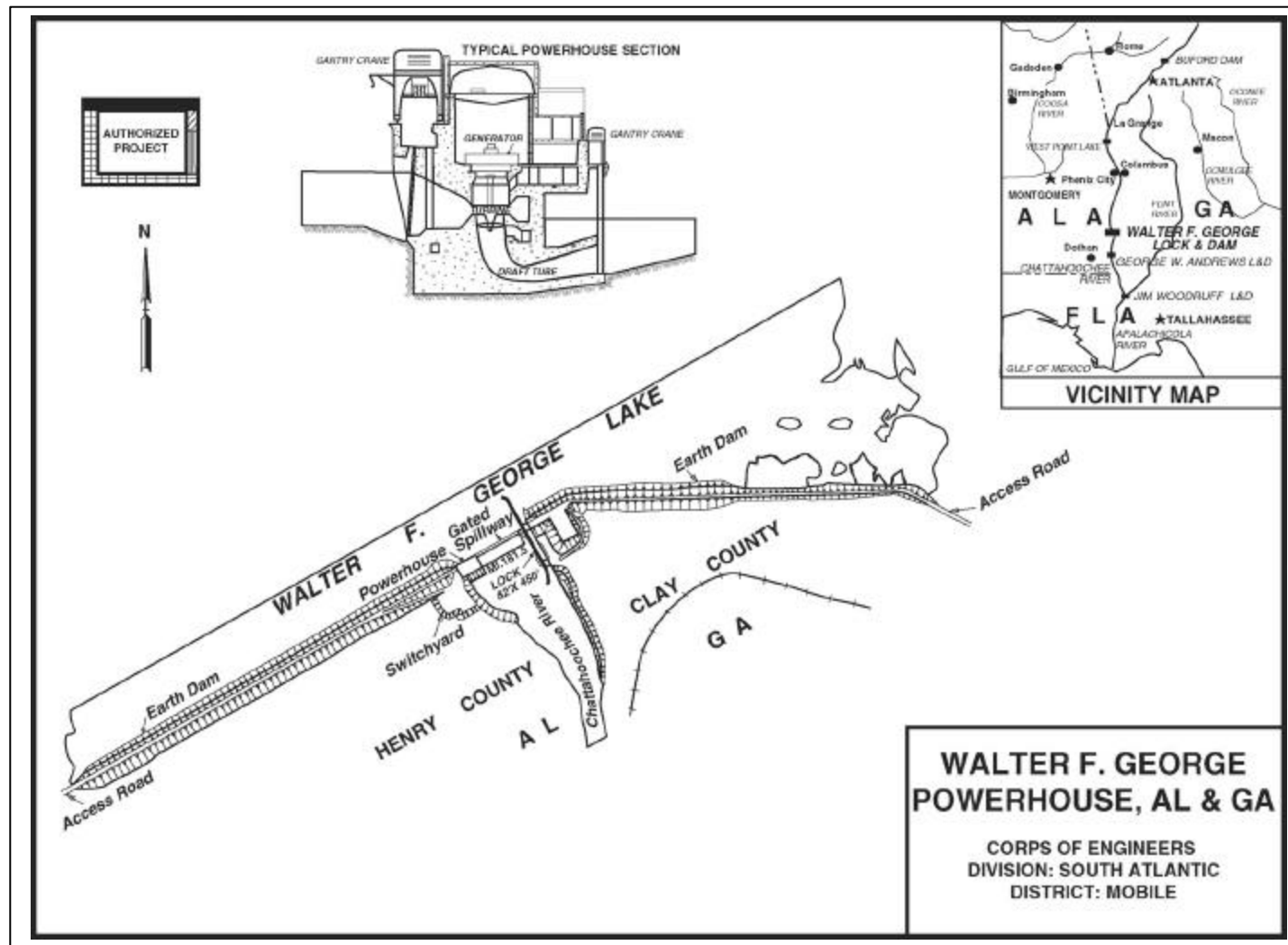
District: Mobile

Walter F. George Power Plant, AL & GA

4 February 2002

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OTHER INFORMATION: Funds to initiate construction were appropriated in Fiscal Year 1997. Walter F. George has a chronic underground seepage problem, which could impact the integrity of the dam and powerhouse. Numerous attempts over the last few years to solve the problem using O&M funds have been unsuccessful. A major rehabilitation report was prepared which included a detailed analysis of alternatives developed by a panel of independent consultants. Recommendations resulted in a separate major rehabilitation project. The latest completion date of September 2006 is acceleration from the latest completion date of September 2008 presented to Congress. This change is due to additional funds reprogrammed to the project in FY 2001 and adjustments to out year funding constraints.



APPROPRIATION: Construction, General - Multiple Purpose Power (Major Rehabilitation)

PROJECT: Jim Woodruff Powerhouse, FL (Continuing)

LOCATION: Jim Woodruff Lock and Dam is located at mile 106.4 on the Apalachicola River, 37 miles northwest of Tallahassee, Florida, in Jackson and Gadsden Counties, Florida. The navigation lock and fixed crest spillway are located on the right bank of the river. The powerhouse is on the left bank, across the river from the lock, adjacent to the gated spillway.

DESCRIPTION: The plan of improvement is to replace the three turbines and rewind the three generators. The plan also includes the replacement of several peripheral electrical components, most notably the transformers.

AUTHORIZATION: Section 2 of the River and Harbor Act of 1945, further modified by the River and Harbor Act of 1946.

REMAINING BENEFIT-REMAINING COST RATIO: 5.7 to 1 at 8 percent.

TOTAL BENEFIT - COST RATIO: 1.3 to 1 at 8 percent.

INITIAL BENEFIT - COST RATIO: 1.4 to 1 at 8 percent (FY 1996).

BASIS OF BENEFIT - COST RATIO: Benefits are from the Major Rehabilitation Evaluation Report approved in August 1993 at October 1993 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement		\$30,100,000		Entire Project	66	Sep 2003
Future Non-Federal Reimbursement		30,100,000				
Estimated Federal Cost (Ultimate)		0				
Estimated Non-Federal Cost		30,100,000				
Cash Contributions	0					
Other Costs	0					
Reimbursements	30,100,000					
Power	\$30,100,000	30,100,000				
Total Estimated Project Cost						
Allocations to 30 September 2001		24,745,000				
Conference Allowance to FY 2002		4,300,000				
Allocation for FY 2002		3,613,000				
Allocation through FY 2002		28,358,000	1/			
Allocation Requested for FY 2003		1,742,000		94		
Programmed Balance to Complete After FY 2003		0		100		
Unprogrammed Balance to Complete After FY 2003		0				

1/ Reflects \$687,000 reduction assigned as savings and slippage.

PHYSICAL DATA

Replace main transformers
 Rewind 3 generators
 Replace 3 turbines including items listed below:
 Runner
 Shaft
 Wicket gate bushings
 Governor
 Piping

Division: South Atlantic

District: Mobile

Jim Woodruff Powerhouse, FL

4 February 2002

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JUSTIFICATION: The Jim Woodruff Powerhouse has experienced a decaying reliability level since the early 1970's. Contributing factors in the reliability decline are welded turbine blades, age and tail water degradation that has increased hydraulic head and decreased submergence on the turbines. Engineering analysis shows that these problems along with increasing generating outages can be expected to continue into the future. The result of these increased outages, as well as the reduced plant efficiencies, will be increased operation and maintenance costs, increased production costs and loss of generating revenues to the treasury. Continued operation of Jim Woodruff powerhouse in its deteriorated state without rehabilitation, has an impact on total power production costs in North Florida amounting to \$3.5 million per year. Average annual benefits for the major rehabilitation project are \$3,541,000.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue Construction	\$1,568,000
Planning, Engineering & Design	39,000
Construction Management	135,000
TOTAL	\$1,742,000

NON-FEDERAL COST: The costs allocable to power are reimbursable, and will be reviewed and adjusted based on construction costs when the project becomes operational.

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of local Cooperation		
Capital Cost allocated to power	\$30,100,000	0
Total Non-Federal Costs	\$30,100,000	0

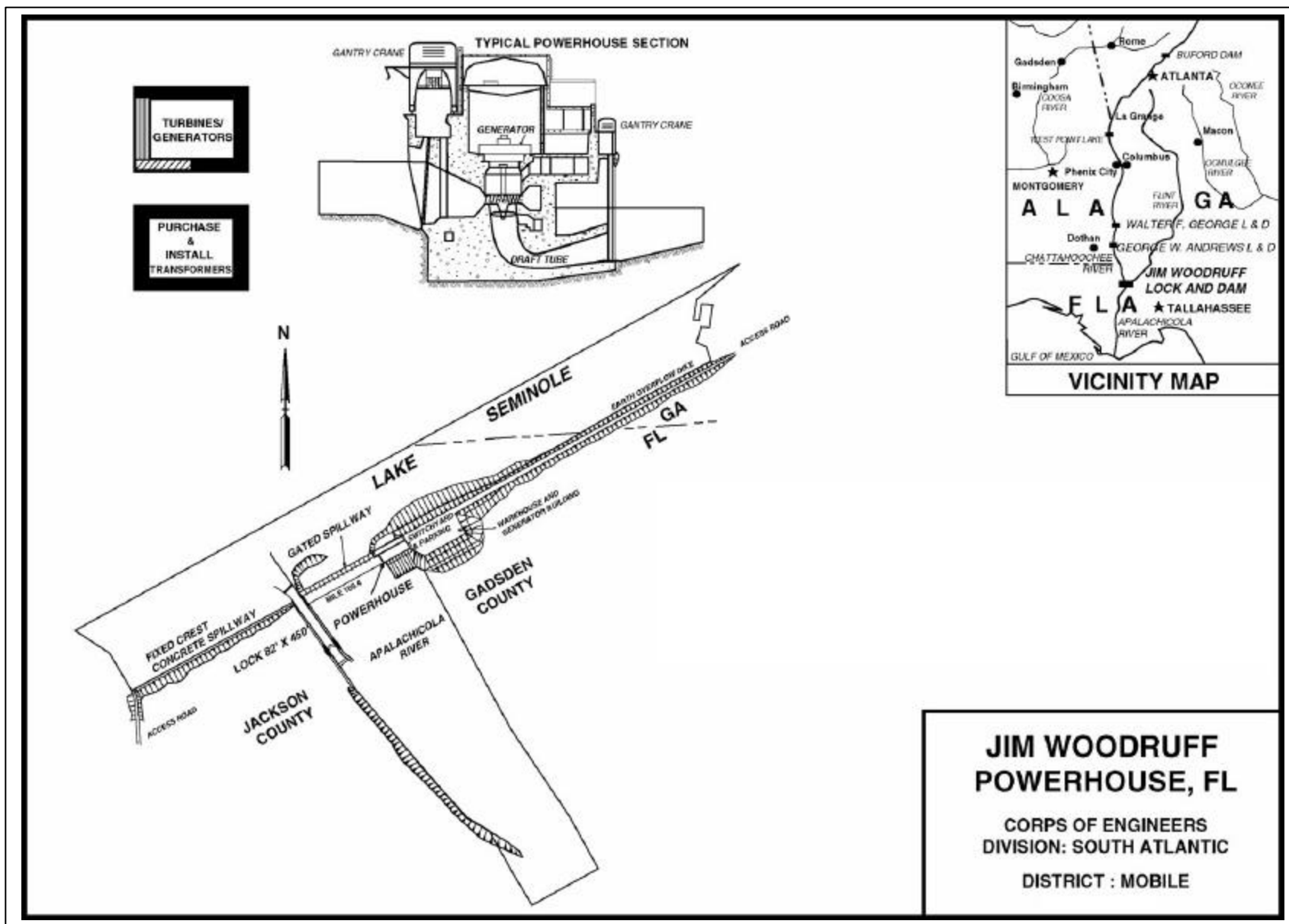
STATUS OF LOCAL COOPERATION: Responsibility for repayment of hydropower costs rests with the Southeastern Power Administration pursuant to Federal law.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$30,100,000 is an increase of \$300,000 from the latest estimate (\$29,800,000) presented to Congress (FY 2002). This change includes the following items.

Item	
Post Contract Award and Other Estimating Adjustments	\$300,000
Total	\$300,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: A draft Environmental Assessment (EA) was prepared which addressed the expected impacts of the recommended alternative as well as other potential alternatives under consideration. The draft EA contained a biological assessment (BA), as required under the Endangered Species Act of 1973, which concluded with a determination of no adverse effect on the Gulf of Mexico sturgeon, a threatened species that occurs in the tailrace area. The draft EA, containing the BA, concluded with a Finding of No Significant Impact (FONSI). The Draft EA and FONSI were fully coordinated with the public and State and Federal agencies. The U.S. Fish and Wildlife Service (USFWS) concurred with the BA determination of no adverse effect on the sturgeon. The State of Florida determined the project to be consistent with the State Coastal Zone Management Program. The commenting agencies concurred with the FONSI for the recommended alternative discussed in the draft environmental documentation. Agency comments were then incorporated into the final EA and FONSI, which were signed on 1 March 1993.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1996. The latest completion date of September 2003 is acceleration from the latest completion date of September 2004 presented to Congress. This change is due to additional funds reprogrammed to the project in FY 2001.



APPROPRIATION: Construction, General - Hydropower (Major Rehabilitation)

PROJECT: Buford Powerhouse, GA (Continuing)

LOCATION: The Buford Dam is located at mile 455 on the Chattahoochee River, 50 miles northeast of Atlanta, Georgia. Buford is a multiple purpose project for flood control, hydropower, recreation, and water supply. Power installation consists of two units of 40,000 kilowatts each and one small unit of 6,000 kilowatts (86,000 kilowatts total).

DESCRIPTION: The plan of improvement is to replace the three turbines and the exciters, and rewind the three generators.

AUTHORIZATION: Section 2 of the River and Harbor Act of 1945, further modified by the River and Harbor Act of 1946.

REMAINING BENEFIT - REMAINING COST RATIO: 1.5 to 1 at 7-5/8 percent.

TOTAL BENEFIT - COST RATIO: 1.3 to 1 at 7-5/8 percent.

INITIAL BENEFIT - COST RATIO: 1.3 to 1 at 7-5/8 percent.

BASIS OF BENEFIT-COST RATIO: Benefits are from the Major Rehabilitation Evaluation Report approved in July 1996 at October 1995 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	\$ 27,200,000		Entire Project	30	Sep 2006
Future Non-Federal Reimbursement	27,200,000				
Estimated Federal Cost (Ultimate)	0				
Estimated Non-Federal Cost	27,200,000				
Cash Contributions	0				
Reimbursements	0				
Power	27,200,000				
Total Estimated Project Cost	27,200,000				
Allocations to 30 September 2001	8,044,000				
Conference Allowance for FY 2002	3,000,000				
Allocation for FY 2002	2,521,000	1/			
Allocations through FY 2002	10,565,000	39			
Allocation Requested for FY 2003	3,374,000	51			
Programmed Balance to Complete after FY 2003	13,261,000				
Unprogrammed Balance to Complete after FY 2003	0				

1/ Reflects \$479,000 reduction assigned as savings and slippage.

PHYSICAL DATA

Rewind 3 generators
 Replace exciters with static exciters
 Replace 3 turbines with redesigned turbines based on current hydrology

Division: South Atlantic

District: Mobile

Buford Powerhouse, GA

4 February 2002

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JUSTIFICATION: The Buford Powerhouse units are 43 years old and exhibit the deterioration and wear normally expected for units of such age. Contributing factors in the reliability decline in addition to age of the units are that the generator stator coils in the two main units have decayed greatly, and the turbines are experiencing both increased recurring and progressive cavitation problems. These assessments of the Buford units, which have surpassed the mean life expectancy of 35 years, support the concern that the end of their useful life is eminent. Engineering analysis shows that these problems along with increasing generating outages can be expected to continue into the future. The result of these increased outages, as well as the reduced plant efficiencies, will be increased operation and maintenance costs, increased production costs and loss of generating revenues to the treasury. Average annual benefits to the major rehabilitation project are \$2,894,000.

FISCAL YEAR 2003: The requested amount will be applied as follows.

Continue Construction	\$ 2,914,000
Planning, Engineering, & Design	193,000
Construction Management	267,000
TOTAL	\$ 3,374,000

NON-FEDERAL COST: The costs allocable to power are reimbursable, and will be reviewed and adjusted based on construction costs when the project becomes operational.

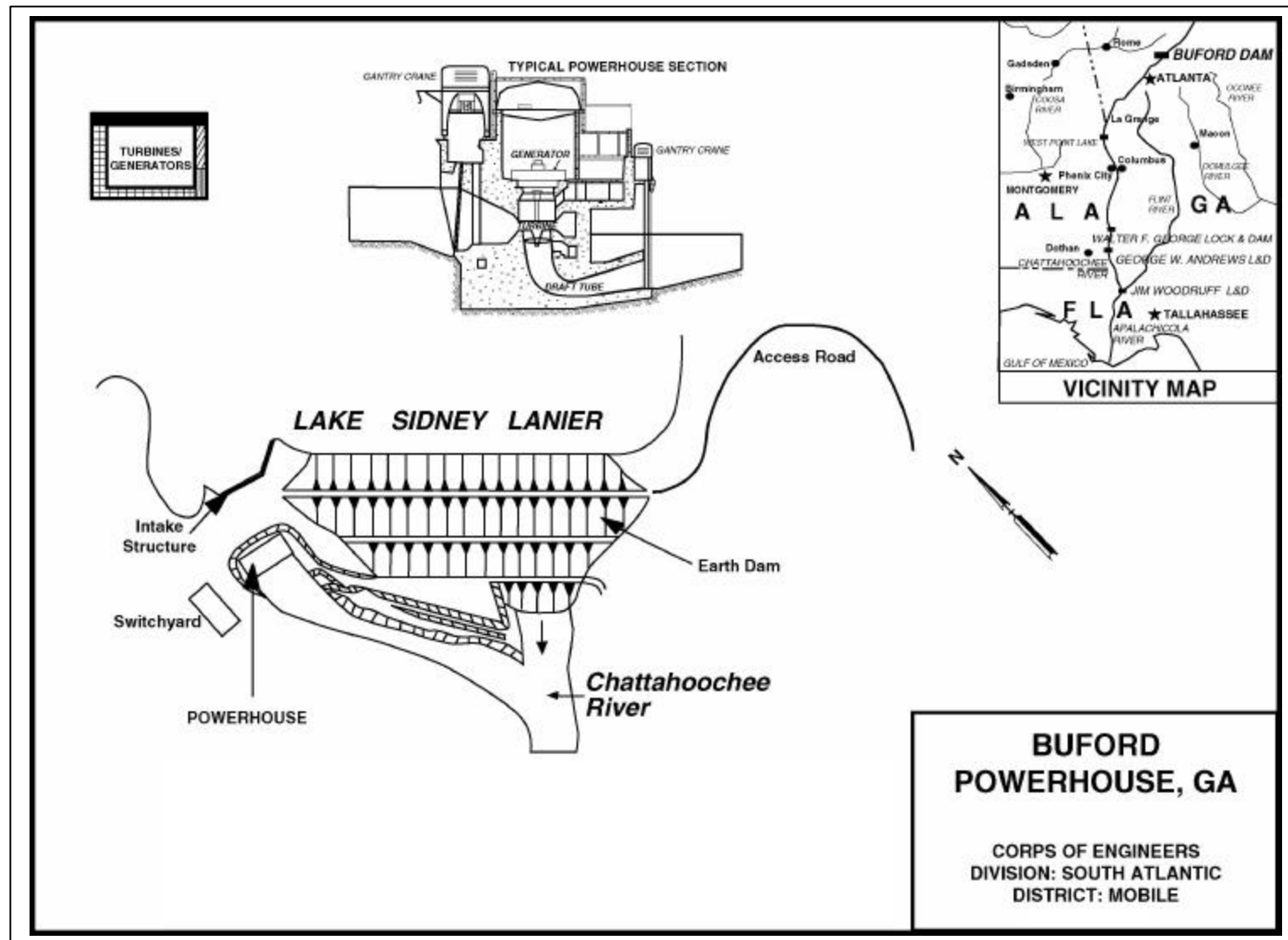
	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of local Cooperation		
Capital Cost allocated to power	\$27,200,000	0
Total Non-Federal Costs	\$27,200,000	0

STATUS OF LOCAL COOPERATION: Responsibility for repayment of hydropower costs rests with the Southeastern Power Administration pursuant to Federal law.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$27,200,000 is the same as latest estimate (\$27,200,000) presented to Congress (FY 2002).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment (EA) was prepared which addressed the expected impacts of the recommended alternative as well as other potential alternatives under consideration. The EA concluded with a Finding of No Significant Impact (FONSI). The EA and FONSI were fully coordinated with the public and State and Federal agencies. The commenting agencies concurred with the FONSI for the recommended alternative discussed in the environmental documentation. Agency comments were then incorporated into the final EA and FONSI, which were signed on 7 March 1996.

OTHER INFORMATION: Funds to initiate construction were appropriated in Fiscal Year 1998. The latest completion date of September 2006 is acceleration from the latest completion date of September 2008 presented to Congress. This change is due to additional funds reprogrammed to the project in FY 2001 and adjustments to out year funding constraints.



APPROPRIATION TITLE: Construction, General - Multiple Purpose Power (Major Rehabilitation)

PROJECT: Hartwell Lake Powerhouse, Georgia and South Carolina (Continuing)

LOCATION: The project is located on the Savannah River, 89 miles north of Augusta, Georgia and 305 miles north of the mouth of the river.

DESCRIPTION: The recommended plan involves the rewinding of four generator units, the refurbishment of the four older turbines, and the replacement of key electrical/mechanical peripheral equipment to improve the overall reliability of the project, to reduce operation and maintenance costs, and to reduce unscheduled outages and repair costs. All work is programmed.

AUTHORIZATION: Flood Control Act approved 17 May 1950 and Flood Control Act approved 3 July 1958.

REMAINING BENEFIT - REMAINING COST RATIO: Not applicable because project construction is substantially complete.

TOTAL BENEFIT - COST RATIO: 1.81 to 1 at 8 percent.

INITIAL BENEFIT - COST RATIO: 3.1 to 1 at 8 percent (FY 1996).

BASIS OF BENEFIT - COST RATIO: Benefits are from the latest available Evaluation Report for New Major Rehabilitation forwarded to HQUSACE in July 1993 at 1993 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	32,200,000		Entire Project	90	Sep 2003
Future Non-Federal Reimbursement	32,200,000				
Estimated Federal Cost (Ultimate)	0				
Estimated Non-Federal Cost					
Cash Contributions	0				
Reimbursements	32,200,000				
Unprogrammed Construction					
Cash Contributions	0				
Other Costs	0				
Total Estimated Project Cost	32,200,000				
Allocations to 30 September 2001	25,207,000				
Conference Allowance for FY 2002	4,500,000				
Allocation for FY 2002	4,500,000	1/			
Allocations through FY 2002	29,707,000	92			
Allocation Requested for FY 2003	2,493,000	100			
Programmed Balance to Complete after FY 2003	0				
Unprogrammed Balance to Complete after FY 2003	0				

1/ Reflects \$719,000 reduction assigned as savings and slippage and \$719,000 reprogrammed to the project.

PHYSICAL DATA

Rewind Generators	4
Refurbish Turbines	4
Replace Peripherals	4

JUSTIFICATION: The Hartwell Powerplant, which was initially placed into operation in 1962, has, over recent years, suffered from frequent unanticipated powerplant shutdowns, an increased level of O&M costs for repair and routine maintenance, and a general decrease in hydropower capacity and power production. These problems have been linked to a once acceptable practice of running the generators for extended periods of time at levels well past their rated capacity which was necessary to provide power needs. The proposed plan of improvement will replace the windings of four generators to state-of-the-art condition and replace key turbine and electrical/mechanical components to allow an increase in hydropower capacity to be made available to the power marketing agencies. The plan of improvement will arrest the further degradation of the hydroelectric units, decrease operation and maintenance costs, improve the powerplant's overall reliability and increase the power generation capability. Average annual benefits for hydroelectric power are \$3,354,600.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue rehabilitation of Powerplant	2,200,000
Planning, Engineering and Design	93,000
Construction Management	200,000
Total	\$2,493,000

NON-FEDERAL COST: The costs allocable to power are reimbursable and will be reviewed and adjusted based on construction costs as the project becomes operational. As applicable, the non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Pay all costs allocated to hydropower and bear all costs of operation, maintenance, repair, rehabilitation and replacement of hydropower facilities.	30,000,000	120,000
Total Non-Federal Costs	30,000,000	120,000

Division: South Atlantic

District: Savannah

Hartwell Lake Powerhouse, GA & SC

4 February 2002

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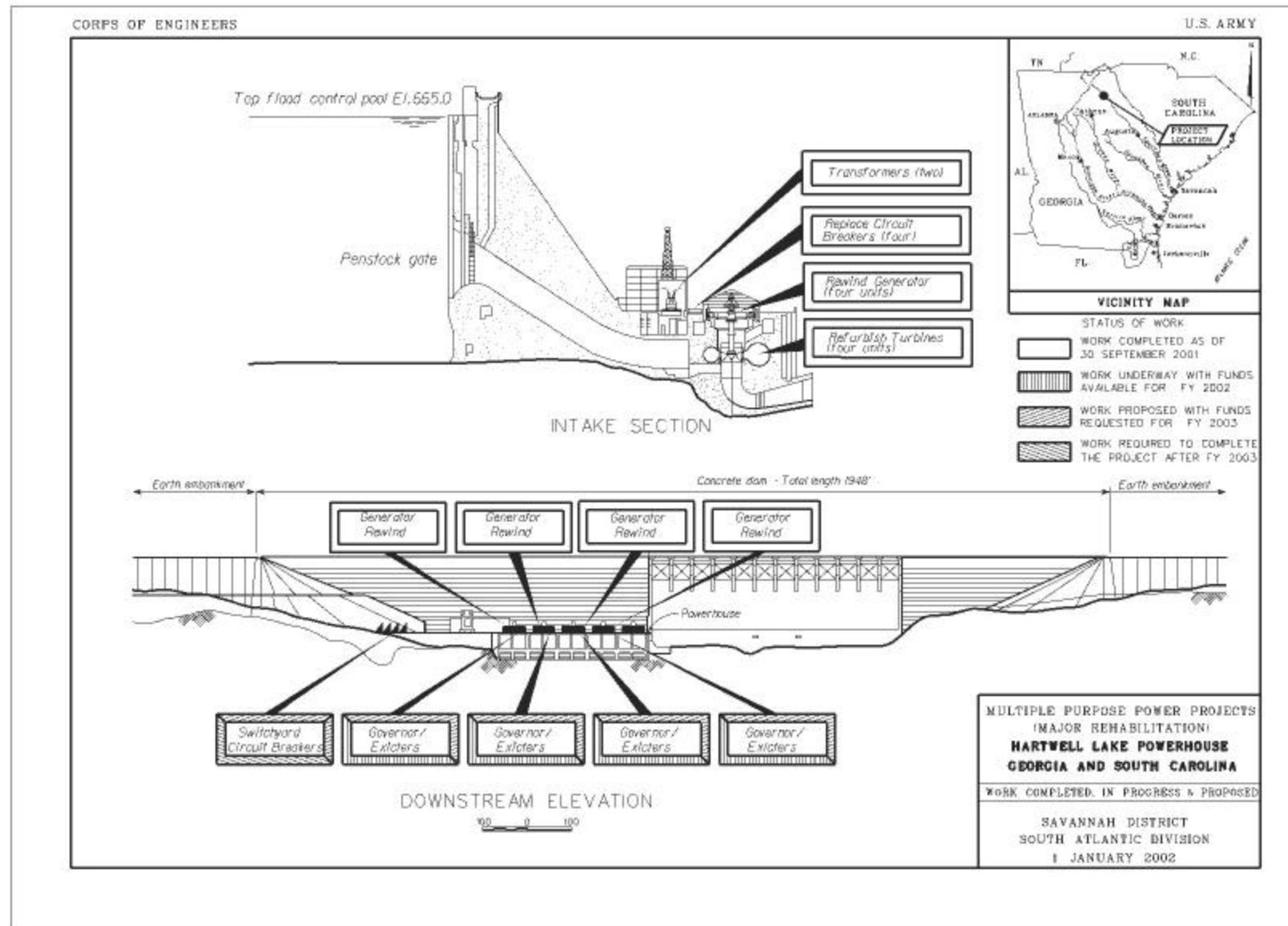
STATUS OF LOCAL COOPERATION: Responsibility for repayment of hydropower cost rests with the Southeastern Power Administration pursuant to Federal laws.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$32,200,000 is an increase of \$1,200,000 over the latest estimate (\$31,000,000) submitted to Congress (FY 2002). This change includes the following item:

Item	Amount
Price Escalation on Construction Work	\$1,200,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: Based on the environmental analysis contained in the Evaluation Report dated July 1993, an Environmental Assessment with a FONSI has been completed and is contained in the FY 1995 Major Rehabilitation Program, Hartwell Powerplant Evaluation Report.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1996.



APPROPRIATION TITLE: Construction, General - Multiple Purpose Power (Major Rehabilitation)

PROJECT: Thurmond Lake Powerhouse, Georgia and South Carolina (Continuing)

LOCATION: The project is located on the Savannah River, 22 miles north of Augusta, Georgia and 216 miles north of the mouth of the river.

DESCRIPTION: The recommended plan involves the rewinding of seven generator units, the replacement of the turbine rotating parts, and the refurbishment or replacement of key peripheral equipment in order to improve the overall reliability of the project, to reduce operation and maintenance costs, to reduce unscheduled repair costs, and to provide additional hydropower capacity, power revenues and environmental improvements. All work is programmed.

AUTHORIZATION: Flood Control Act of 1944.

REMAINING BENEFIT - REMAINING COST RATIO: 2.7 to 1 at 8 percent.

TOTAL BENEFIT - COST RATIO: 1.3 to 1 at 8 percent.

INITIAL BENEFIT - COST RATIO: 1.3 to 1 at 8 percent (FY 1996).

BASIS OF BENEFIT - COST RATIO: Benefits are from the latest available Evaluation Report for New Major Rehabilitation Project forwarded to HQUSACE in March 1994 at February 1994 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	69,700,000		Entire Project	50	Sep 2006
Future Non-Federal Reimbursement	69,700,000				
Estimated Federal Cost (Ultimate)	0				
Estimated Non-Federal Cost					
Cash Contributions	0				
Reimbursements	69,700,000				
Unprogrammed Construction					
Cash Contributions	0				
Other Costs	0				
Total Estimated Project Cost	69,700,000				
Allocations to 30 September 2001	30,830,000				
Conference Allowance for FY 2002	6,500,000				
Allocation for FY 2002	8,161,000	1/			
Allocations through FY 2002	38,991,000	56			
Allocation Requested for FY 2003	3,500,000	61			
Programmed Balance to Complete after FY 2003	27,209,000				
Unprogrammed Balance to Complete after FY 2003	0				

1/ Reflects \$1,039,000 reduction assigned as savings and slippage and \$2,700,000 reprogrammed to the project.

Division: South Atlantic

District: Savannah

Thurmond Lake Powerhouse, GA & SC

4 February 2002

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PHYSICAL DATA

Rewind Generators	7
Replace Turbines	7
Replace Peripherals	7

JUSTIFICATION: The J. Strom Thurmond Powerplant, which was initially placed into operation in 1954, is showing signs of excessive wear of the generators, the peripheral equipment and the turbines. This has resulted in a loss of efficiency, reduced reliability of the units and lost power output for the units. The proposed plan of improvement calls for rewinding the generators to maximum capacity, replacement of the turbine runner, and the replacement or refurbishment of key electrical/mechanical peripheral equipment. The plan of improvement will arrest the further degradation of the hydroelectric units, decrease operation and maintenance costs, improve the powerplant's overall reliability, and increase the power generation capability and partially restore some of the environmental impacts of the dam and powerplant. Average annual benefits for hydroelectric power are \$7,890,000.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Continue rehabilitation of Powerplant	3,150,000
Planning, Engineering and Design	75,000
Construction Management	275,000
Total	\$3,500,000

NON-FEDERAL COST: The costs allocable to power are reimbursable and will be reviewed and adjusted based on construction costs when the project becomes operational. The non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Pay all costs allocated to hydropower and bear all costs of operation, maintenance, repair, rehabilitation and replacement of hydropower facilities.	69,700,000	485,000
Total Non-Federal Costs	69,700,000	485,000

Division: South Atlantic

District: Savannah

Thurmond Lake Powerhouse, GA & SC

4 February 2002

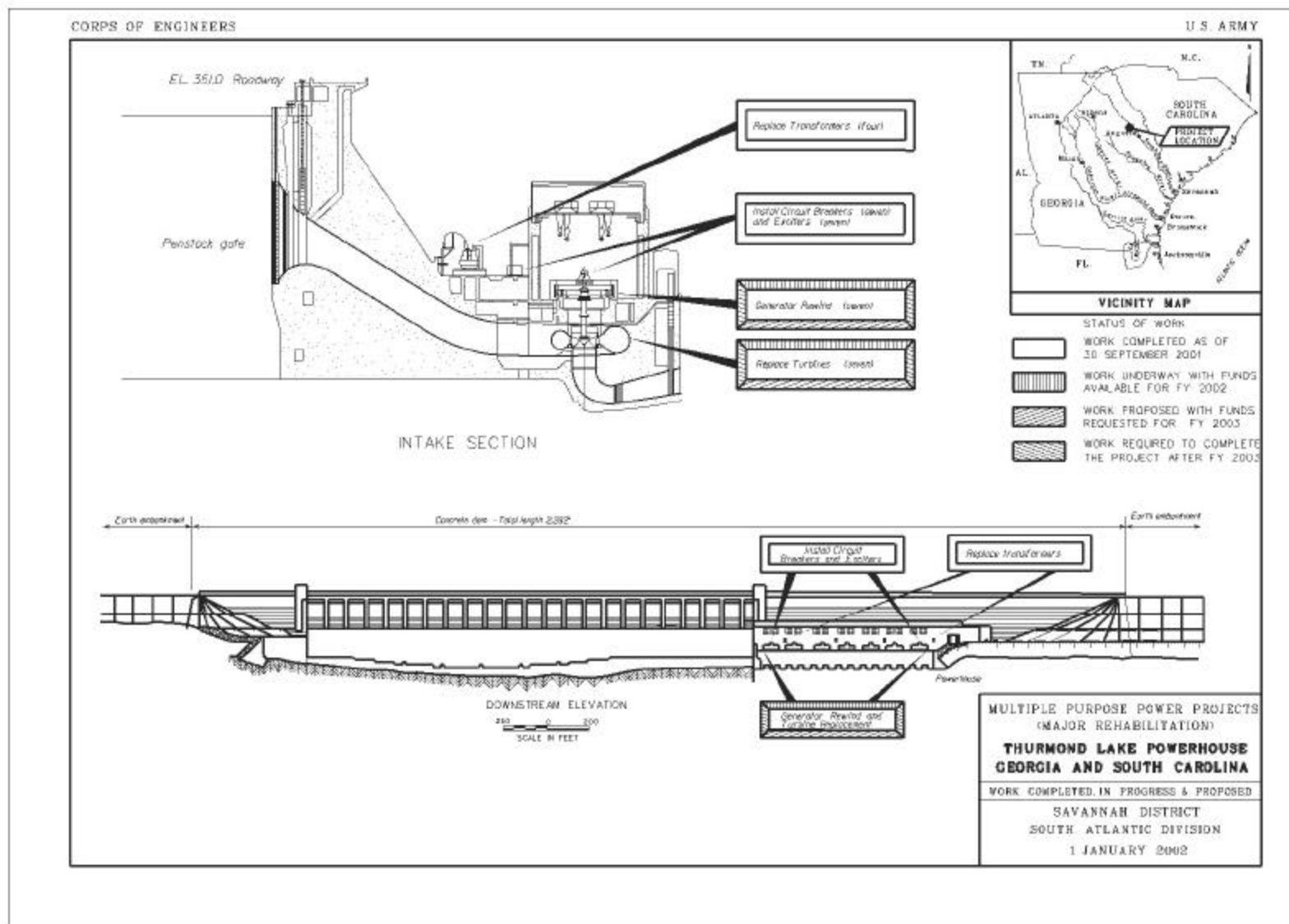
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STATUS OF LOCAL COOPERATION: Responsibility for repayment of hydropower cost rests with the Southeastern Power Administration pursuant to Federal laws.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$69,700,000 is the same as the latest estimate presented to Congress (FY 2002).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: Based on the environmental analysis contained in the Evaluation Report dated March 1994, an Environmental Assessment with a FONSI has been completed and is contained in the FY 1996 Major Rehabilitation Program, J. Strom Thurmond Powerplant Evaluation Report.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1996. The scheduled completion date of September 2006 for programmed work is a slippage from the latest completion date of September 2005 presented to Congress. This change is due to out year funding constraints.



APPROPRIATION TITLE: Construction, General - Multiple Purpose Power (Major Rehabilitation)

PROJECT: John H. Kerr Dam and Reservoir, VA & NC (Continuing)

LOCATION: The Kerr Powerhouse is located on the Roanoke River in Mecklenburg County, Virginia, 7 miles east of Boydton, Virginia, 80 air miles southwest of Richmond, Virginia, and 60 air miles north of Raleigh, North Carolina.

DESCRIPTION: The recommended plan involves the rewinding of seven generator units to maximum capacity, replacement of the turbines and main power transformers, and the replacement or refurbishment of key electrical and mechanical peripheral equipment in order to improve the overall reliability of the project, reduce operation and maintenance costs, reduce unscheduled repair costs, and provide additional hydropower capacity and power revenues.

AUTHORIZATION: Flood Control Act of 1944.

REMAINING BENEFIT-REMAINING COST RATIO: 1.6 to 1 at 7-1/8 percent.

TOTAL BENEFIT-COST RATIO: 1.4 to 1 at 7-1/8 percent.

INITIAL BENEFIT-COST RATIO: 1.4 to 1 at 7-1/8 percent (FY 2000).

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available evaluations contained in the Major Rehabilitation Evaluation Report addendum and transmittal memorandum dated June 1997, at October 1996 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2002)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement		\$80,600,000	Entire Project	6	31 December 2009
Future Non-Federal Reimbursement		\$80,600,000			
Estimated Non-Federal Cost (Ultimate)		\$ 0			
Cash Contributions	\$ 0				
Other Costs	\$ 0				
Reimbursements	\$80,600,000				
Power	\$80,600,000				
Total Estimated Project Cost		\$80,600,000			
Allocations to 30 September 2001		\$ 4,865,000			
Conference Allowance for FY 2002		4,800,000			
Allocation for FY 2002		4,033,000	1/		
Allocations through FY 2002		8,898,000	11		
Allocation Requested for FY 2003		6,600,000	19		
Programmed Balance to Complete after FY 2003		65,102,000			
Unprogrammed Balance to Complete after FY 2003		0			

1/ Reflects \$767,000 reduction assigned as savings and slippage.

PHYSICAL DATA

Rewind Generators	7
Replace Turbines	6
Refurbish Turbine	1
Replace Transformers	All

Division: South Atlantic

District: Wilmington

John H. Kerr Dam and Reservoir, NC & VA

4 February 2002

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JUSTIFICATION: The John H. Kerr Powerplant, which was initially placed into operation in 1953, is showing signs of excessive wear of the generators, the peripheral equipment and the turbines. This has resulted in a loss of efficiency, reduced reliability of the units and lost power output for the units. The recommended plan of improvement calls for rewinding the generators to maximum capacity, replacement of the turbines and main power transformers, and replacement or refurbishment of key electrical/mechanical peripheral equipment. The recommended plan will improve the powerplant's overall reliability, reduce further degradation of the hydroelectric units, decrease operation and maintenance costs, and increase the power generation capability. There is growing concern with project reliability due to recent malfunctions of oil circuit breakers in the switchyard, for which repair parts are no longer available and must be custom fabricated; frequent leaks in the raw water piping system, which is in extremely poor condition throughout; and the extremely heavy cavitation observed in the runner, stay ring and discharge ring of unit #5. Average annual benefits for hydroelectric power are \$9,065,000.

FISCAL YEAR 2003: The requested amount will be applied as follows:

Rehabilitation of power plant	\$5,060,000
Planning, Engineering and Design	345,000
Construction Management	1,195,000
Total	\$6,600,000

NON-FEDERAL COST: The costs allocable to power are reimbursable, and will be reviewed and adjusted based on construction costs when the project becomes operational.

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Pay all costs allocated to hydropower and bear all costs of operation, maintenance, repair, rehabilitation and replacement of hydropower facilities	\$80,600,000	\$6,043,000

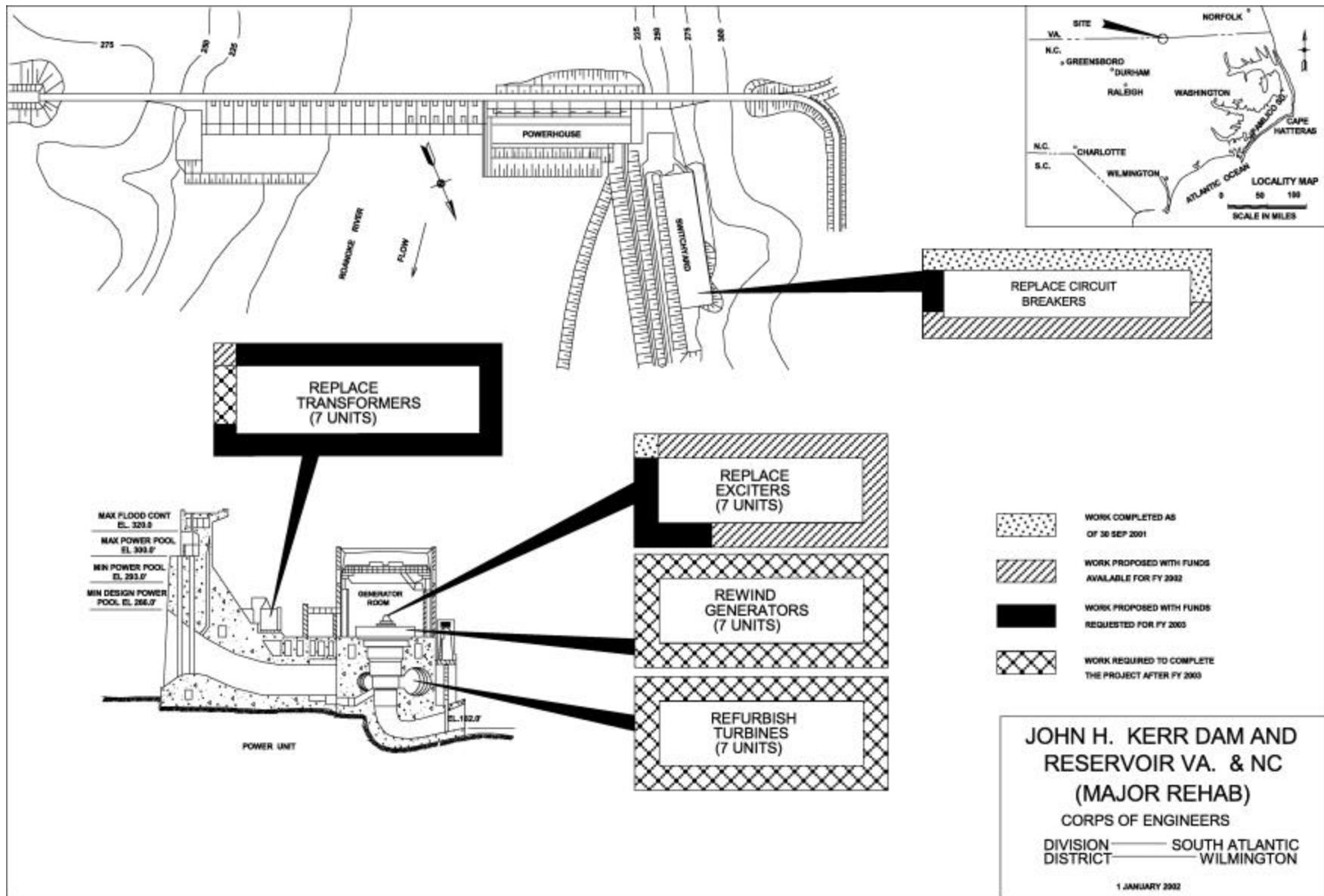
STATUS OF LOCAL COOPERATION: Pursuant to Federal Laws responsibility for repayment of hydropower costs rests with the power marketing agency, the Southeast Power Administration.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$80,600,000 is an increase of \$18,800,000 from the latest estimate (\$61,800,000) presented to Congress (FY 2002). This change includes the following items.

Item	Amount
Price Escalation on Construction Features	+\$ 2,316,000
Design Changes	16,484,000
Total	+\$18,800,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment and Finding of No Significant Impact was prepared and distributed in December 1996 for public comment. The Finding of No Significant Impact was signed by the District Engineer on 7 February 1997.

OTHER INFORMATION: None.



Division: South Atlantic

District: Wilmington

John H. Kerr Dam and Reservoir, NC & VA

4 February 2002

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SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

1. Navigation

a. Channels and Harbors. The program estimate of \$125,119,000 provides for essential operation and maintenance work on 39 channel and harbor projects named in the list, which follows. The work to be accomplished under this activity consists of operating and maintaining the coastal navigation channels, harbors and anchorages by means of dredging, constructing bulkheads and spoil disposal areas, snagging, and repairing channel stabilization works, navigation structures, and harbor jetties, all as authorized in the laws pertaining to river and harbor projects.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2002</u> <u>TOTAL</u> (Operations) (Maintenance)	<u>FY 2003</u> <u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
Alabama			
Bayou La Batre	50,000 (50,000) (0)	2,000,000 (30,000) (1,970,000)	1. Decrease in environmental studies. 2. Dredging.
Gulf Intracoastal Waterway (Mobile)	5,000,000 (333,000) (4,667,000)	4,963,000 (309,000) (4,654,000)	1. None. 2. Dredging.
Mobile Harbor	18,900,000 (492,000) (18,408,000)	18,610,000 (304,000) (18,306,000)	1. Decrease in environmental studies. 2. Dredging.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

1. Navigation (Cont.)

a. Channels and Harbors (Cont.)

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u> (\$)		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2002</u>	<u>FY 2003</u>	
	<u>TOTAL</u> (Operations) (Maintenance)	<u>TOTAL</u> (Operations) (Maintenance)	
1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-)			
2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)			
<hr/>			
Florida			
Canaveral Harbor	3,966,000 (718,000) (3,248,000)	3,960,000 (720,000) (3,240,000)	1. None. 2. Dredging.
Fernandina Harbor	3,037,000 (50,000) (2,987,000)	3,030,000 (50,000) (2,980,000)	1. None. 2. Dredging.
IWW, Jacksonville to Miami	2,173,000 (513,000) (1,660,000)	322,000 (322,000) (0)	1. Decrease in studies and surveys. 2. None.
Jacksonville Harbor	4,040,000 (320,000) (3,720,000)	4,040,000 (320,000) (3,720,000)	1. None. 2. Dredging.
Manatee Harbor	20,000 (20,000) (0)	2,780,000 (0) (2,780,000)	1. Decrease in studies and monitoring. 2. Dredging.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

1. Navigation (Cont.)

a. Channels and Harbors (Cont.)

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u> (\$)		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2002</u>	<u>FY 2003</u>	
	<u>TOTAL</u> (Operations) (Maintenance)	<u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
Miami Harbor	3,700,000 (0) (3,700,000)	1,508,000 (0) (1,508,000)	1. None. 2. Dredging.
Miami River	0 (0) (0)	5,550,000 (0) (5,550,000)	1. None. 2. Dredging.
Palm Beach Harbor	3,253,000 (10,000) (3,243,000)	2,018,000 (0) (2,018,000)	1. Decrease in studies and surveys. 2. Dredging.
Panama City Harbor	1,000,000 (30,000) (970,000)	1,000,000 (30,000) (970,000)	1. None. 2. Dredging.
Port Everglades Harbor	0 (0) (0)	2,350,000 (0) (2,350,000)	1. None. 2. Dredging.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

1. Navigation (Cont.)

a. Channels and Harbors (Cont.)

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2002</u>	<u>FY 2003</u>	
	<u>TOTAL</u>	<u>TOTAL</u>	
	(Operations)	(Operations)	1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-)
	(Maintenance)	(Maintenance)	2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
Port St Joe Harbor	500,000	1,000,000	
	(500,000)	(0)	1. Decrease in environmental studies and monitoring.
	(0)	(1,000,000)	2. Dredging.
Tampa Harbor	4,163,000	8,559,000	
	(300,000)	(300,000)	1. None.
	(3,863,000)	(8,259,000)	2. Dredging.
Georgia			
AIWW (Savannah)	2,172,000	178,000	
	(262,000)	(178,000)	1. Decrease studies and surveys.
	(1,910,000)	(0)	2. None.
Brunswick Harbor	3,902,000	3,993,000	
	(350,000)	(394,000)	1. Increase in studies and surveys.
	(3,552,000)	(3,599,000)	2. Dredging.
Savannah Harbor	12,911,000	12,540,000	
	(1,168,000)	(856,000)	1. Decrease in environmental studies and monitoring.
	(11,743,000)	(11,684,000)	2. Dredging.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

1. Navigation (Cont.)

a. Channels and Harbors (Cont.)

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	(\$)		
	<u>FY 2002</u> <u>TOTAL</u> (Operations) (Maintenance)	<u>FY 2003</u> <u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
Savannah River	215,000	134,000	
Below Augusta	(131,000)	(134,000)	1. None.
	(84,000)	(0)	2. None.
Mississippi			
Gulfport Harbor	2,100,000	2,002,000	
	(335,000)	(438,000)	1. Increase in environmental studies and monitoring.
	(1,765,000)	(1,564,000)	2. Dredging.
Pascagoula Harbor	4,200,000	3,401,000	
	(376,000)	(668,000)	1. Increase in environmental studies.
	(3,824,000)	(2,733,000)	2. Dredging.
North Carolina			
AIWW (Wilmington)	2,391,000	806,000	
	(831,000)	(581,000)	1. Decrease in studies and surveys.
	(1,560,000)	(225,000)	2. None.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

1. Navigation (Cont.)

a. Channels and Harbors (Cont.)

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u> (\$)		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2002</u>	<u>FY 2003</u>	
	<u>TOTAL</u> (Operations) (Maintenance)	<u>TOTAL</u> (Operations) (Maintenance)	
Beaufort Harbor	35,000 (0) (35,000)	400,000 (0) (400,000)	1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000) 1. None. 2. None.
Bogue Inlet and Channels	1,267,000 (27,000) (1,240,000)	867,000 (27,000) (840,000)	1. None. 2. Dredging.
Carolina Beach Inlet	1,060,000 (0) (1,060,000)	1,060,000 (0) (1,060,000)	1. None. 2. Dredging.
Lockwoods Folly River	895,000 (0) (895,000)	455,000 (0) (455,000)	1. None. 2. None.
Manteo (Shallowbag) Bay	4,863,000 (288,000) (4,575,000)	4,732,000 (370,000) (4,362,000)	1. Increase in studies and surveys. 2. Dredging.
Masonboro Inlet and Connecting Channel	2,245,000 (45,000) (2,200,000)	45,000 (45,000) (0)	1. None. 2. None.
			4 February 2002

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

1. Navigation (Cont.)

a. Channels and Harbors (Cont.)

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u> (\$)		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2002</u>	<u>FY 2003</u>	
	<u>TOTAL</u> (Operations) (Maintenance)	<u>TOTAL</u> (Operations) (Maintenance)	
Morehead City Harbor	4,450,000 (200,000) (4,250,000)	5,100,000 (200,000) (4,900,000)	1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000) 1. None. 2. Dredging.
New River Inlet	1,235,000 (0) (1,235,000)	815,000 (0) (815,000)	1. None. 2. None.
New Topsail Inlet and Connecting Channels	940,000 (0) (940,000)	640,000 (0) (640,000)	1. None. 2. None.
Pamlico and Tar Rivers	139,000 (0) (139,000)	139,000 (0) (139,000)	1. None. 2. None.
Roanoke River	100,000 (0) (100,000)	100,000 (0) (100,000)	1. None. 2. None.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

1. Navigation (Cont.)

a. Channels and Harbors (Cont.)

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2002</u> <u>TOTAL</u> (Operations) (Maintenance)	<u>FY 2003</u> <u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
Wilmington Harbor	5,105,000 (559,000) (4,546,000)	8,213,000 (578,000) (7,635,000)	1. None. 2. Dredging.
South Carolina			
AIWW (Charleston)	1,575,000 (105,000) (1,470,000)	264,000 (94,000) (170,000)	1. Decrease in environmental studies. 2. None.
Charleston Harbor	5,171,000 (318,000) (4,853,000)	10,516,000 (161,000) (10,355,000)	1. Decrease in environmental studies. 2. Dredging.
Cooper River, Charleston Harbor	3,201,000 (2,366,000) (835,000)	3,140,000 (2,305,000) (835,000)	1. None. 2. None.
Georgetown Harbor	5,738,000 (345,000) (5,393,000)	3,073,000 (116,000) (2,957,000)	1. Decrease in studies and surveys. 2. Dredging.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

1. Navigation (Cont.)

a. Channels and Harbors (Cont.)

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u> (\$)		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2002</u>	<u>FY 2003</u>	
	<u>TOTAL</u> (Operations) (Maintenance)	<u>TOTAL</u> (Operations) (Maintenance)	
Shipyard River	486,000 (16,000) (470,000)	816,000 (16,000) (800,000)	1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000) 1. None. 2. None.
Projects Maintained Periodically	6,307,000 (986,000) (5,321,000)	0 (0) (0)	
TOTAL - Channels and Harbors	148,112,000 (11,470,000) (136,642,000)	125,119,000 (9,546,000) (115,573,000)	

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

1. Navigation (Cont.)

b. Locks, Dams, and Canals. The program request of \$54,984,000 provides for the operational requirements of six canalized waterways. Requirements include: operation and ordinary maintenance of project facilities; labor, supplies, materials, and parts for day-to-day functioning; and periodic maintenance, repairs, and replacements.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	(\$)		
	<u>FY 2002</u> <u>TOTAL</u> (Operations) (Maintenance)	<u>FY 2003</u> <u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
Alabama			
Alabama-Coosa Rivers	1,555,000 (1,355,000) (200,000)	2,974,000 (2,135,000) (839,000)	1. Increase in environmental studies. 2. None.
Black Warrior and Tombigbee Rivers	21,100,000 (6,124,000) (14,976,000)	24,201,000 (7,165,000) (17,036,000)	1. Increase in studies and surveys. 2. Dredging.
Alabama And Georgia			
Apalachicola, Chattahoochee and Flint Rivers	1,237,000 (1,037,000) (200,000)	1,444,000 (1,149,000) (295,000)	1. None. 2. None.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

1. Navigation (Cont.)

b. Locks, Dams, and Canals (Cont.)

<u>ESTIMATED OBLIGATIONS</u>			
	<u>(\$)</u>		
<u>State/Project Name</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>Reason for Change and Major Maintenance Items</u>
	<u>TOTAL</u>	<u>TOTAL</u>	
	(Operations) (Maintenance)	(Operations) (Maintenance)	
1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-)			
2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)			
<hr/>			
Alabama And Mississippi			
Tennessee-Tombigbee	23,800,000	23,083,000	
Waterway	(11,310,000)	(11,700,000)	1. None.
	(12,490,000)	(11,383,000)	2. Dredging.
 Florida			
Apalachicola, Chattahoochee and Flint Rivers (see Alabama and Georgia)			
Okeechobee Waterway	2,520,000	2,695,000	
	(2,520,000)	(2,465,000)	1. None.
	(0)	(230,000)	2. None.
 North Carolina			
Cape Fear River	486,000	587,000	
above Wilmington	(486,000)	(489,000)	1. None.
	(0)	(98,000)	2. None.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

1. Navigation (Cont.)

b. Locks, Dams, and Canals (Cont.)

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	(\$)		
	<u>FY 2002</u>	<u>FY 2003</u>	
	<u>TOTAL</u>	<u>TOTAL</u>	
	(Operations)	(Operations)	1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-)
	(Maintenance)	(Maintenance)	2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
TOTAL - Locks, Dams, and Canals	50,698,000 (22,832,000) (27,866,000)	54,984,000 (25,103,000) (29,881,000)	
TOTAL - NAVIGATION	174,203,000 (34,876,000) (139,327,000)	180,103,000 (34,649,000) (145,454,000)	

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

2. Flood Control

a. Reservoirs

The program request of \$9,708,000 provides for operation and maintenance of four reservoirs and for continuing the Alabama-Coosa River Comprehensive Water Study.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u> (\$)		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2002</u>	<u>FY 2003</u>	
	<u>TOTAL</u> (Operations) (Maintenance)	<u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
Alabama			
Alabama-Coosa River Comprehensive Water Study, AL	219,000 (219,000) (0)	500,000 (500,000) (0)	1. Increase in environmental stewardship requirement. 2. None.
Mississippi			
Okatibbee Lake	1,584,000 (841,000) (743,000)	1,618,000 (855,000) (763,000)	1. None. 2. None.
North Carolina			
B. Everett Jordan Dam and Lake	3,065,000 (1,147,000) (1,918,000)	1,829,000 (1,324,000) (505,000)	1. Increase in water management activities. 2. None.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

2. Flood Control (Cont.)

a. Reservoirs (Cont.)

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	(\$)		
	<u>FY 2002</u> <u>TOTAL</u>	<u>FY 2003</u> <u>TOTAL</u>	
	(Operations) (Maintenance)	(Operations) (Maintenance)	1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
Falls Lake	1,516,000 (1,135,000) (381,000)	2,281,000 (1,330,000) (951,000)	1. Increase in analysis and studies. 2. None.
W. Kerr Scott Dam and Reservoir	2,253,000 (1,456,000) (797,000)	3,480,000 (1,541,000) (1,939,000)	1. Increase in water management activities. 2. None.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

2. Flood Control (Cont.)

a. Reservoirs: Scheduling Reservoir Operations. The \$100,000 requested in FY 2003 supports preparation, reviews and updating of water control manuals, real-time data collection to monitor hydrologic conditions, and the issuance of gate regulation instructions as necessary at one non-Corps dam and reservoir project at which the Corps is responsible for flood control or navigation.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	(\$)		
	<u>FY 2002</u> <u>TOTAL</u> (Operations) (Maintenance)	<u>FY 2003</u> <u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
<hr/>			
Alabama			
Scheduled Reservoir Operation	80,000 (80,000) (0)	100,000 (100,000) (0)	1. Increase in analysis and studies. 2. None.
Florida			
Scheduled Reservoir Operation	50,000 (50,000) (0)	0 (0) (0)	1. Decrease in water management activities. 2. None.
TOTAL - Reservoirs	8,767,000 (4,928,000) (3,839,000)	9,808,000 (5,650,000) (4,158,000)	

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

2. Flood Control (Cont.)

b. Channel Improvements, Inspection of Completed Works. The \$9,517,000 requested in FY 2003 supports inspections at flood control projects constructed by the Corps and operated and maintained by non-Federal interests. The inspections are conducted to determine the extent of compliance with legal standards and to advise local interests, as necessary, of corrective measures required to ensure that project structures and facilities will continue to safely provide flood protection benefits. These projects consist of features such as channels, levees, flood walls, drainage structures and pumping plants.

<u>ESTIMATED OBLIGATIONS</u>			
<u>(\$)</u>			
<u>State/Project Name</u>	<u>FY 2002 TOTAL</u>	<u>FY 2003 TOTAL</u>	<u>Reason for Change and Major Maintenance Items</u>
	(Operations)	(Operations)	1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-)
	(Maintenance)	(Maintenance)	2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
Florida			
Central and	10,591,000	9,347,000	
Southern Florida	(6,682,000)	(6,702,000)	1. None.
	(4,909,000)	(2,645,000)	2. None.
Mississippi			
East Fork,	170,000	170,000	
Tombigbee River	(0)	(15,000)	1. Increase in environmental studies.
	(170,000)	(155,000)	2. None.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

2. Flood Control (Cont.)

b. Channel Improvements: Inspection of Completed Works. The \$399,000 requested in FY 2003 supports inspections at flood control projects constructed by the Corps and operated and maintained by non-Federal interests. The inspections are conducted to determine the extent of compliance with legal standards and to advise local interests, as necessary, of corrective measures required to ensure that project structures and facilities will continue to safely provide flood protection benefits. These projects consist of features such as channels, levees, flood walls, drainage structures and pumping plants.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	(\$)		
	<u>FY 2002</u> <u>TOTAL</u> (Operations) (Maintenance)	<u>FY 2003</u> <u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
Alabama	100,000	100,000	
Florida	100,000	200,000	
Georgia	41,000	41,000	
North Carolina	22,000	32,000	
South Carolina	26,000	26,000	
TOTAL - Channel	12,050,000	9,916,000	
Improvements,	(6,971,000)	(7,116,000)	
Inspections, &	(5,079,000)	(2,800,000)	
Misc Maintenance			
TOTAL - FLOOD CONTROL	20,817,000	19,724,000	
	(11,899,000)	(12,766,000)	
	(8,918,000)	(6,958,000)	

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

3. Multiple Purpose Power: The program request of \$103,939,000 provides for the operation requirements of 13 multiple purpose projects. Requirements include: operation and ordinary maintenance of project facilities; labor, supplies, materials, and parts for day-to-day functioning; and periodic maintenance, repairs and replacements. The requested amount also includes application of special recreation use fees for recreation areas.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u> <u>(\$)</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2002</u>	<u>FY 2003</u>	
	<u>TOTAL</u> (Operations) (Maintenance)	<u>TOTAL</u> (Operations) (Maintenance)	
1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-)			
2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)			
<hr/>			
Alabama			
Millers Ferry Lock and Dam	4,900,000	7,094,000	
William "Bill" Dannelly Reservoir	(2,399,000)	(2,375,000)	1. None.
	(2,501,000)	(4,719,000)	2. None.
Robert F. Henry Lock and Dam	5,000,000	5,558,000	
R.E. "Bob" Woodruff Lake	(2,273,000)	(2,613,000)	1. None.
	(2,727,000)	(2,945,000)	2. None.
Walter F. George	6,565,000	6,912,000	
Lock and Dam	(2,864,000)	(2,864,000)	1. None.
	(3,701,000)	(4,048,000)	2. None.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

3. Multiple Purpose Power (Cont.)

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2002</u>	<u>FY 2003</u>	
	<u>TOTAL</u>	<u>TOTAL</u>	
	(Operations)	(Operations)	1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-)
	(Maintenance)	(Maintenance)	2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
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Florida			
Jim Woodruff Lock and Dam	5,719,000	6,050,000	
	(3,254,000)	(3,449,000)	1. None.
	(2,465,000)	(2,601,000)	2. None.
Georgia			
Allatoona Lake	5,427,000	6,456,000	
	(2,414,000)	(2,476,000)	1. None.
	(3,013,000)	(3,980,000)	2. None.
Buford Dam - Lake Sidney Lanier	7,525,000	8,060,000	
	(3,455,000)	(4,165,000)	1. Increase in environmental requirements.
	(4,070,000)	(3,895,000)	2. None.
Carters Lake	7,600,000	9,958,000	
	(2,451,000)	(2,540,000)	1. None.
	(5,149,000)	(7,418,000)	2. Repair of hydropower generating units.
Hartwell Lake	11,876,000	12,896,000	
	(5,678,000)	(5,945,000)	1. None.
	(6,198,000)	(6,951,000)	2. None.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

3. Multiple Purpose Power (Cont.)

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	(\$)		
	<u>FY 2002</u> <u>TOTAL</u>	<u>FY 2003</u> <u>TOTAL</u>	
	(Operations) (Maintenance)	(Operations) (Maintenance)	1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
J. Strom Thurmond Lake	10,325,000 (5,992,000) (4,333,000)	13,553,000 (6,386,000) (7,167,000)	1. Increase in environmental studies. 2. None.
Richard B. Russell Dam and Lake	6,564,000 (3,966,000) (2,598,000)	7,548,000 (4,158,000) (3,390,000)	1. Increase in environmental studies. 2. None.
Walter F. George L & D (see Alabama)			
West Point Lake	4,865,000 (1,978,000) (2,887,000)	5,587,000 (2,013,000) (3,574,000)	1. None. 2. None.
North Carolina			
John H. Kerr Dam and Reservoir (see Virginia)			
South Carolina			
Hartwell Lake (see Georgia)			
J. Strom Thurmond Lake (see Georgia)			
Richard B. Russell (see Georgia)			

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

3. Multiple Purpose Power (Cont.)

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	(\$)		
	<u>FY 2002</u> <u>TOTAL</u>	<u>FY 2003</u> <u>TOTAL</u>	
	(Operations)	(Operations)	1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-)
	(Maintenance)	(Maintenance)	2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
Virginia			
John H. Kerr Dam and Reservoir	10,013,000 (5,777,000) (4,236,000)	9,890,000 (5,866,000) (4,024,000)	1. None. 2. None.
Philpott Lake	3,865,000 (1,689,000) (2,176,000)	4,377,000 (1,742,000) (2,635,000)	1. None. 2. None.
TOTAL - Multiple Purpose Projects	90,244,000 (44,190,000) (46,054,000)	103,939,000 (46,592,000) (57,347,000)	

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

4. Protection of Navigation: The program request of \$3,911,000 provides for accomplishing the work essential to the eradication of aquatic plant growth for navigable waters in Florida.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	(\$)		
	<u>FY 2002</u> <u>TOTAL</u>	<u>FY 2003</u> <u>TOTAL</u>	
	(Operations)	(Operations)	1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-)
	(Maintenance)	(Maintenance)	2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
Removal of Aquatic Growth	3,634,000	3,911,000	
	(0)	(0)	1. None.
	(3,634,000)	(3,911,000)	2. Removal of aquatic growth.

SOUTH ATLANTIC DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2003

4. Protection of Navigation

Project Condition Surveys. The \$1,272,000 requested in FY 2003 supports hydrographic surveys, inspections, and studies to determine the condition of navigation channels that do not have any other maintenance work included in the program request and disseminate the information to users of the projects. For the projects that do not require maintenance, surveys are performed at many of them in order to determine the degree of sedimentation so that users can be advised of channel conditions and future maintenance can be scheduled.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2002</u> <u>TOTAL</u> (Operations) (Maintenance)	<u>FY 2003</u> <u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 02 to FY 03 (10%+/-) 2. Major Maintenance Items Programmed in FY 03 (Threshold \$1,000,000)
Alabama	350,000	350,000	
Florida	600,000	780,000	
North Carolina	64,000	73,000	
South Carolina	45,000	69,000	
TOTAL - Protection of Navigation	4,693,000 (1,059,000) (3,634,000)	5,183,000 (1,272,000) (3,911,000)	
Grand Total - South Atlantic Division	289,957,000 (92,024,000) (197,933,000)	308,949,000 (95,279,000) (213,670,000)	